

February 2005

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Bay Area Toll Authority

Transportation for Livable Communities



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COMMISSION

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SAN MATEO  
SANTA CLARA  
SOLANO  
SONOMA

# Annual Report to the San Francisco Bay Area State Legislative Delegation



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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February 2005

To Our State Legislators:

The Metropolitan Transportation Commission is pleased to transmit this report summarizing our legislative priorities for 2005. Traditionally the top concern of San Francisco Bay Area residents, transportation issues now are increasingly linked with public safety. The recent disaster in South Asia is a tragic reminder that we are in a race against time before the next major quake strikes our region. This report illustrates the urgency of strengthening the seismic safety of our critical transbay bridges, explains the impact of proposed state spending cuts on Bay Area mobility, and offers solutions to stoke the state economy and keep California on the move.

Along with recommendations for addressing the state's budget crisis with respect to transportation, our report also features county-by-county highlights of pending projects that are in jeopardy. We also have summarized some of our regional initiatives aimed at making better use of our existing transportation resources. These include MTC's Low-Income Flexible Transportation program; a pioneering transit-oriented development policy; the FasTrak electronic toll collection system; the award-winning 511 traveler information service; and the TransLink® universal transit fare card that will begin regionwide rollout this year.

We appreciate your interest in transportation issues and your help in meeting the Bay Area's mobility challenges. We look forward to working with you and your staff in the coming months. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

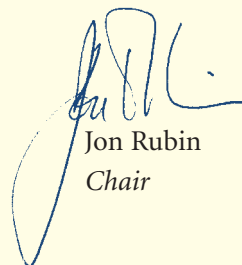
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Sincerely,



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Chair

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# **Annual Report to the San Francisco Bay Area State Legislative Delegation**

February 2005



METROPOLITAN  
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# Executive Summary

## MTC's 2005 State Legislative Priorities

### Make Seismic Safety the Top Priority (pp. 3–5)

MTC supports equitable cost-sharing between the state and the Bay Area to finance the \$3.2 billion shortfall for the state's Toll Bridge Seismic Retrofit Program and minimize delays on these critical projects.

- According to the consensus of expert opinion at two Senate hearings, the fastest path to seismic safety is to retain the design that is ready to be constructed now.
- Claims that a design change will reduce costs and speed completion are highly speculative.
- MTC is prepared to assist the Legislature to improve toll bridge project delivery.

### Proposition 42 Suspension Breaks Faith with Voters and Stifles Economic Growth (pp. 8–14)

Proposition 42 was intended to provide some \$1 billion each year for critical transportation programs. Continued suspension of Proposition 42 will further undermine economic expansion. MTC urges the Legislature to:

- seek a long-term solution for transportation funding that avoids year-to-year uncertainty;
- seek full repayment of the \$3.4 billion in transportation funds already borrowed by the General Fund over the past three years;
- protect the Bay Area's 38 Traffic Congestion Relief Program (TCRP) projects; and
- protect funding for local streets and public transit.

### Increase State Transportation Revenues (p. 16)

Congestion and poor roads are taxing the patience of Bay Area residents. California ranks dead last among the 50 states in per capita spending on highways. It is long past time to increase the state's investment in transportation infrastructure. Since it was last increased in 1990, California's gasoline tax has lost more than 25 percent of its value to inflation. MTC urges the Legislature to:

- Index the state gas tax to inflation, as recommended by the Legislative Analyst's Office.

### Support Local Funding Options (p. 16)

- Modify current law to allow voters to impose, by simple majority approval, a regional road-user fee that would be levied on gasoline in the nine Bay Area counties.

### Reform Caltrans' Contracting Methods (p. 17)

- Amend the public contract code to allow Caltrans to experiment with design-build contracts, which have been shown to save time and money by allowing the private sector to assume more responsibilities and risk.

### Extend a Lifeline for Low-Income Californians (pp. 17–18)

- Remove or extend the sunset for the Lifeline Insurance Program, and expand this effective low-cost auto insurance program to all counties.
- Adopt a pilot program to test the benefits of allowing bus passes to be an eligible Medi-Cal expense for non-emergency medical transportation.

### Support Transit-Oriented Development (pp. 18–19)

- Eliminate a major disincentive to infill development by amending the state law that makes transit agencies liable for hazardous material cleanup at transit-oriented development sites even if the agency decides not to develop the site.
- Support a small grant program for cities and counties to develop "specific plans," which can speed the CEQA review process, and get projects off the ground faster.

### Visionary Planning and System Efficiency (pp. 21–25)

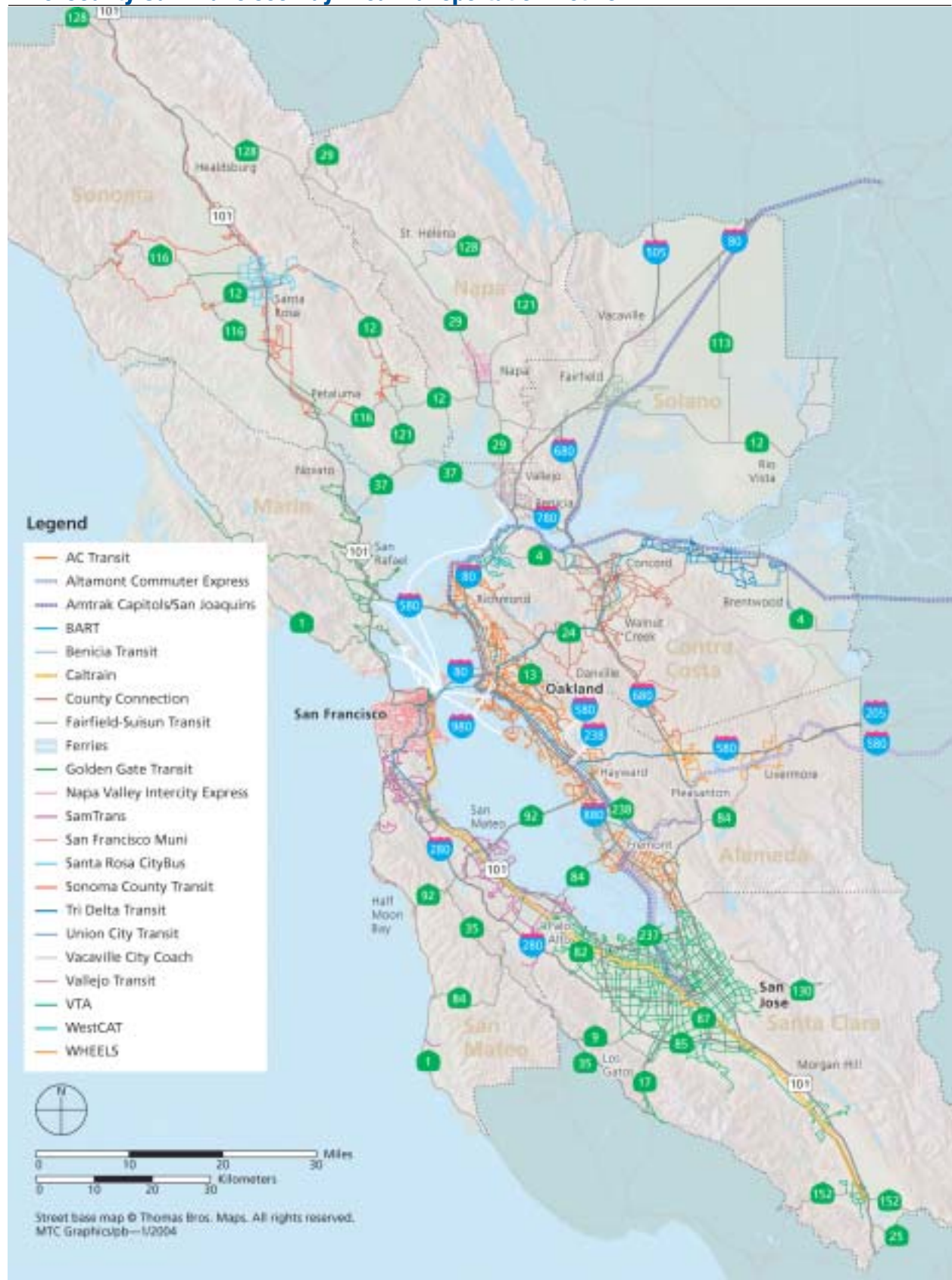
Transcending the short-term obstacles created by current budget constraints, Bay Area transportation plans are guided by a long-term vision of improved mobility, equitable access, enhanced livability and economic vitality. This vision is detailed in MTC's Regional Transit Expansion Program and the new Transportation 2030 Plan — and implemented through numerous initiatives designed to improve the efficiency of Bay Area travel.

### Projects and Programs by County (pp. 27–45)

County maps highlight transportation projects at risk of significant delay or cancellation due to the suspension of new allocations for the TCRP and the State Transportation Improvement Program.

### Bay Area Partnership Board and MTC Advisory Committees (p. 46)

## Nine-County San Francisco Bay Area Transportation Network



Note: Dark gray lines indicate highways; the colored lines illustrate the Bay Area's extensive public transit network with its numerous operators.

# Toll Bridge Seismic Program: Fastest Route Is Straight Ahead

*The consensus of expert opinion has determined the fastest path to seismic safety on the Bay Bridge East Span replacement is to retain the current self-anchored suspension (SAS) design, which is 100 percent complete, fully permitted and already under construction. Redesigning the East Span would not only force the state to write off \$200 million already spent on the SAS, but could impose years of additional delays that would further compromise public safety.*

## Equitable Cost Sharing Is a Tradition to Uphold

The statutory history of the retrofit and replacement of Bay Area toll bridges has been one of equitable cost sharing between state and toll funds. SB 60, signed by Gov. Pete Wilson in 1997, established a 50/50 split between state gas taxes and a \$1 seismic toll surcharge. Under AB 1171 — signed in 2001 after Caltrans' cost estimates for the Toll Bridge Seismic Retrofit Program doubled to \$5.1 billion — the \$1 seismic surcharge was extended for 30 years to 2038. This state/local partnership should continue.

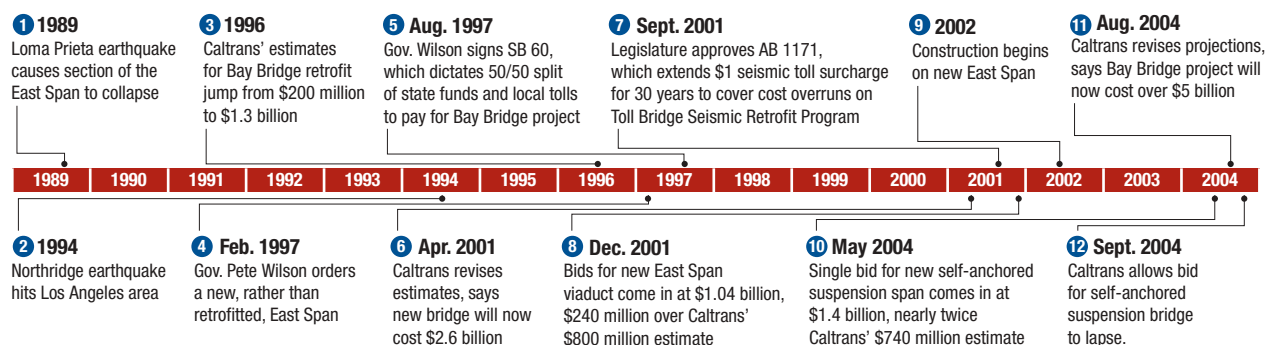
California's toll bridges are owned and operated by the State of California. They are part of the Interstate and state highway systems. State law vests in the California Department of Transportation full and sole responsibility for completion of all seismic retrofit projects on the Bay Area bridges. Earthquake-damaged highways in other areas of California have been repaired exclusively with state and federal funds.



Caltrans

*The self-anchored suspension span is already under construction.*

## Bay Bridge Milestones





# San Francisco Chronicle

THURSDAY, DECEMBER 2, 2004

EDITORIALS

## Just Build It

AT 5:04 p.m., on Oct. 17, 1989, the challenge became clear: The eastern span of the Bay Bridge, severely damaged in the Loma Prieta

more debate, more process, more time for surprise spikes in labor and material costs.

component of our transportation system.

Fifteen years later, it is outrageous enough that the eastern span has not been rebuilt. The fact that people in positions of responsibility are still secondguessing the design — even as construction inches along — threatens to make the new Bay Bridge the classic example of “paralysis-by-analysis” in textbooks on government dysfunction.

Back in February 1999, we expressed our

Each day we wait for the new bridge adds to the possibility that a major earthquake could immobilize the fragile existing structure for a prolonged period. The cost to the economy — not just this region's but the state's

There are many reasons for these overruns. The prices of steel and concrete shot up dramatically just as the project got rolling. The last

the state will accept its responsibility to help cover cost overruns and the bidding can get back on track.

Each day we wait for the new bridge adds to the possibility that a major earthquake could

Given the audit, our doubts that it will do so are magnified. And it is crystal clear that cost overruns must be divided between the state and Bay Area. That is the only honest, just way to resolve this dispute.

# Oakland Tribune

SUNDAY, DECEMBER 26, 2004

EDITORIAL

## Audit dictates solution to Bay Bridge dispute

THEORETICALLY, there is plenty of blame to go around when considering the estimated price escalation for a new eastern span of the Bay Bridge.

cost overruns in 2002, 2003 and 2004 that total it was far too low. That, shock waves rippled all the way to Sacramento when a May 26 bid came in at \$1.4 billion.

It is a state project. Cost escalation is largely a product of Caltrans' bungling. Area legislators must now fight even more intensely to make sure the “freeway on stilts” design McPeak and Schwarzenegger want to substitute for the suspension bridge will actually save the state money. Given the audit, our doubts that it will do so are magnified.

And it is crystal clear that cost overruns must be divided between the state and Bay Area. That is the only honest, just way to resolve this dispute.

# San Jose Mercury News

WEDNESDAY, DECEMBER 24, 2004

EDITORIAL

## Let's not skimp on signature bridge project

By Scott Herhold  
Mercury News

HOW MUCH is a signature project worth? Put another way, if you build a bridge between Oakland and Yerba Buena Island, do you want it to be remembered as a John Hancock, with jutting letters and carvings? Or would you settle for the plain serenity of a Span?

First, McPeak's skyline doesn't save enough money. By her estimate, it's less than 10 percent of total costs. An average of estimates received by Caltrans puts the savings at even less — around \$100 million. This isn't enough for a wholesale revision that will require new permits and time-consuming design.

The last reason — linked to the other two — has to do with how history treats municipal folly. Future generations forgive cost overruns. They excuse construction delays. But they scorn cheap design.

McPeak recommended a far more modest “skyway” design, like the current Dumbarton Bridge. She says this could save \$400 million.

over the San Geronimo in France, you'd understand that bridges are not simply causeways to the other side. They can be things of beauty, a source of civic pride, an experience to cross.

The Bay Area — and its most important player in

# CENTRAL AND EAST COUNTY CONTRA COSTA TIMES

WEDNESDAY, JANUARY 26, 2005

## Opinion

## Keep Bay Bridge plan

IN THE LATEST ACT of the Bay Bridge farce, a new independent report on the replacement of the eastern portion of the span says it would be a mistake to switch designs in mid-Bay. The Legislature

record on cost estimates and projections on completion times for the Bay Bridge and other spans.

It appears that Caltrans simply is not capable of handling the Bay Bridge project. We agree.

Redesigning the bridge at this late date, after considerable construction has been completed, is almost certain to result in significant delays. There would have to be new engineering and environmental studies that could add to costs.

The LAO report agrees with previous engineering reports that support staying with the original suspension bridge design.

Unfortunately, Gov. Arnold Schwarzenegger appears to agree with those who want motorists to pay for the entire cost of the new Bay Bridge with higher tolls, most likely reaching \$5. He also favors

It would seem at first glance that a causeway from the \$15 million, largely because of one of New York City's

agging, or a suspension span. One might expect, one might abide by its original a causeway. But no

eight times as long to build. Unfortunately, it's with a costly bridge and we will be stuck motorists driving

At San Jose's ex-redevelopment, Frank Taylor, for buying \$1,000 trash cans or putting expensive granite pavers into the transit mall. Taylor would respond that quality mattered most. He was right.



# Bay Bridge East Span: Separating Fact From Fiction

*Caltrans' latest Toll Bridge Seismic Retrofit Program cost estimate of \$8.3 billion represents a 63 percent increase from the \$5.1 billion statutory budget enacted by AB 1171 (Dutra) in 2001. Given the staggering size of the cost overruns, it is not surprising that critical facts about the Bay Bridge East Span replacement project have been obscured.*

**MYTH** Experts support Caltrans' recommendation to redesign the East Span.

**FACT** The consensus of expert opinion favors retaining the current design: Bechtel Review (August 2004), Sesimic Safety Peer Review Panel (November 2004), and Federal Highway Administration Report (December 2004).

**MYTH** Ballooning cost estimates are due to the self-anchored suspension (SAS) design chosen by the Bay Area.

**FACT** According to the California State Auditor's December 2004 report, approximately \$930 million — or 29 percent — of the \$3.2 billion increase relates to the May 2004 bid for the superstructure of the signature span on the new Bay Bridge.

**MYTH** A skyway will be faster to build than the self-anchored suspension span.

**FACT** Due to the need to fully design and test the new structure, reopen the environmental review process, and secure new permits, there is a high risk of a two- to four-year delay for the skyway alternative

**MYTH** A skyway will be cheaper than the self-anchored suspension span.

**FACT** The cost savings promised by the Schwarzenegger administration for the skyway alternative are highly speculative. Administration estimates are based on design drawings at only 5 percent completion. At a similar stage of design completion in 1997, the new East Span was estimated to cost about \$1 billion. The current estimate for the new bridge at the 100 percent design/construction stage is \$5.1 billion — or five times the original estimate.

The Bechtel review estimates a “best case” net cost savings for the skyway option at \$255 million and a “worst case” cost increase of \$140 million. Either figure is within about 5 percent of the total cost of the new East Span. Such a small cost swing is not worth

the risk to public safety of a two- to four-year delay — nor will it solve the \$3.2 billion cost overrun facing the entire Toll Bridge Seismic Retrofit Program.

**MYTH** The skyway design will further save money by attracting multiple bidders.

**FACT** Bid savings are questionable, given the high potential for a single bidder for the skyway alternative since the current East Span skyway contractor, Kiewit Pacific, already is mobilized at the site and has a skyway deck fabrication yard in Stockton.

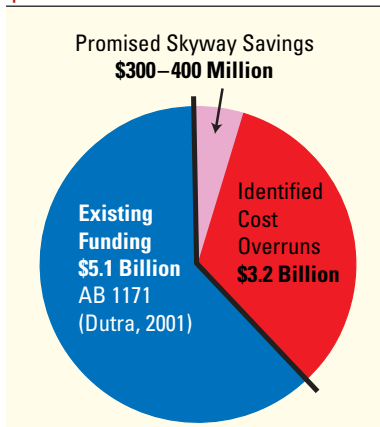
**MYTH** Abandoning the self-anchored suspension span would cost about \$30 million.

**FACT** “Sunk costs” already incurred on the SAS total at least \$200 million according to Caltrans. The skyway option also would entail the additional cost of terminating the SAS foundation contract, modifying the west pier and skyway connections, and delay-related cost escalation for subsequent Yerba Buena Island transition and demolition contracts.

**MYTH** The public supports the skyway alternative.

**FACT** Switching to a skyway alternative turns the clock back to Gov. Pete Wilson's original 1997 proposal that was rejected by the Bay Area, and disregards the consensus reached on the SAS design in the Bay Area.

## Estimated Total Funding Needed for Toll Bridge Seismic Retrofit Program \$8.3 Billion



# California's Comeback Needs Transportation Investment

*California's fiscal recovery depends on economic growth. Transportation investment is a proven — and powerful — economic stimulus that has been ignored for far too long. Over 26,000 California jobs and \$3.6 billion in economic activity are created for each billion dollars California invests in transportation infrastructure. Transportation is a wise investment that will pay dividends for generations to come.*

## Bay Area Voters Make It Clear: Transportation Is a Top Priority

Voters' overwhelming support for additional transportation investment — shown by Proposition 42's nearly 70 percent statewide approval in 2002 — was reaffirmed to the tune of \$8 billion in 2004, when transportation sales tax measures in Contra Costa, Marin, San Mateo and Sonoma counties all received more than two-thirds approval; a new property tax to finance seismic upgrades throughout the BART system won 68 percent support; an increased AC Transit parcel tax was approved by nearly 72 percent of voters; and the Regional Measure 2 toll increase was approved by 57 percent of voters in seven Bay Area counties.

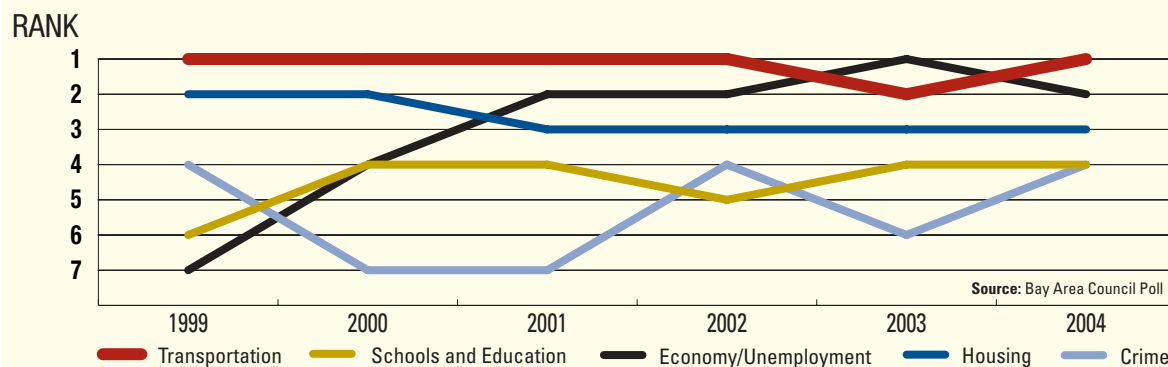
Despite the public's demand for solutions to our transportation problems, years of stopgap efforts to plug the deficit in the state's General Fund have decimated California's transportation funding program, causing bus service cuts and lengthy delays for critical highway and rail projects. According to the California Transportation Commission: "California's transportation program is in crisis and on the verge of collapse."

## Ignoring the Problem Is a Recipe for Disaster

California has three of the five most congested urban areas in the nation. The San Francisco-Oakland area ranks just behind Los Angeles at the top of the list. San Jose is tied with Sacramento and Bakersfield at fifteenth. Congestion costs every Bay Area resident hundreds of dollars each year in extra fuel expenses, wasted time and lost productivity.

The governor and Legislature must address the region's crumbling streets and roads. Pavement conditions are deteriorating around the Bay Area. In fact, the region faces road maintenance shortfalls of more than \$5 billion over the next 25 years, even with the new local investments approved in the November election.

## Transportation Is the Bay Area's Top Concern







# Governor's FY 2005–06 Budget Proposal

MTC applauds Gov. Schwarzenegger's recognition of the need to protect Proposition 42 from raids by the General Fund. Unfortunately, the governor's January budget proposal to suspend Proposition 42 in FY 2005–06 postpones fulfillment of the state's commitment to transportation yet again.

For the Bay Area, the suspension of Proposition 42 in FY 2005–06 reduces funding for new Traffic Congestion Relief Program (TCRP) allocations, and results in approximately \$118 million in losses to the region's share of other Proposition 42 programs, as detailed on the next page.

The Governor's budget also proposes to suspend the transfer of "spillover" funds from the General Fund to the Public Transportation Account (PTA), at a loss of \$216 million. These funds otherwise would be split 50/50 between the transit capital improvements in the STIP and State Transit Assistance funding. Transit service cuts and fare hikes are the likely result.

## Legislative Solutions

- Work with the Administration to achieve a long-term solution to protect Proposition 42 funding.
- Ensure a long-term commitment to the 141 TCRP projects statewide.
- Reinstate new STIP and TCRP allocations — frozen since December 2002 — to allow ready-to-start transportation projects to move forward.

## ➤ Proposition 42 Suspended Before It Could Deliver

Passed with 69 percent of the vote in March 2002, Proposition 42 permanently dedicated state gasoline sales tax revenues to transportation. This landmark legislation was the first increase in statewide funding for transportation since Proposition 111 raised the state gasoline tax in 1990. And it was long overdue. A comprehensive assessment reported to the Legislature in 1999 by the California Transportation Commission found that the state's unfunded transportation needs over the next 10 years amounted to a whopping \$117 billion. This number has since risen to \$125 billion and will mushroom to \$160 billion by 2009.

As soon as Proposition 42 went into effect, the governor and the Legislature took advantage of a provision that allows for its suspension, subject to a two-thirds vote in each house. As a result, nearly 90 percent of Proposition 42 funds were used to backfill the General Fund deficit during FY 2003–04 and FY 2004–05. This amounts to a \$2 billion loss statewide over the past two years. The proposed suspension of Proposition 42 in FY 2005–06 would cost transportation another \$1.3 billion next year.

This loss means that critical transportation improvements are subject to lengthy delays, and possibly cancellation. Major Bay Area projects that have everything in place to begin construction — except the committed state funding that's been held up by ongoing raids on Proposition 42 — are highlighted on page 11.



## Bay Area Impacts of Proposition 42 Suspensions

Summary	Cumulative Loss to Date <sup>1</sup>	FY 2005–06 (proposed)
State Transportation Improvement Program (STIP)	\$ 69,015,552	\$ 43,727,147
Streets and Roads	80,225,241	50,829,426
State Transit Assistance (STA)	37,401,929	23,732,947
<b>Total Loss to Bay Area</b> (see detail below)	<b>\$ 186,642,722</b>	<b>\$ 118,289,520</b>

### Summary of Funding Cuts to State Transportation Improvement Program (STIP), by County

Alameda	\$ 10,787,245	\$ 6,834,625
Contra Costa	7,072,199	4,480,832
Marin	2,004,497	1,270,017
Napa	1,274,442	807,466
San Francisco	5,420,733	3,434,489
San Mateo	5,572,035	3,530,352
Santa Clara	12,554,975	7,954,630
Solano	3,333,264	2,111,903
Sonoma	4,038,662	2,558,832
Estimated Interegional Transportation Improvement Program (ITIP) funding cuts	16,957,500	10,744,000
<b>Regional Total</b>	<b>\$ 69,015,552</b>	<b>\$ 43,727,147</b>

### Summary of Funding Cuts for Streets and Roads, by County

Alameda	\$ 15,785,282	\$ 10,001,301
Contra Costa	10,950,302	6,937,936
Marin	3,006,562	1,904,909
Napa	1,985,534	1,258,003
San Francisco	9,044,643	5,730,541
San Mateo	8,310,391	5,265,330
Santa Clara	19,335,431	12,250,619
Solano	5,274,408	3,341,780
Sonoma	6,532,688	4,139,006
<b>Regional Total</b>	<b>\$ 80,225,241</b>	<b>\$ 50,829,426</b>

### State Transit Assistance (STA)

AC Transit	\$ 3,522,448	\$ 2,235,128
BART	6,499,813	4,124,379
Caltrain	1,233,853	782,895
Golden Gate Transit	1,287,944	817,249
SamTrans	1,330,853	844,477
San Francisco Muni	9,303,159	5,903,209
Santa Clara VTA	3,872,619	2,457,325
Other Transit Agencies/Programs <sup>2</sup>	10,351,233	6,568,285
<b>Regional Total</b>	<b>\$ 37,401,922</b>	<b>\$ 23,732,947</b>

<sup>1</sup> Includes FY 2003–04 and FY 2004–05, the first two years of Proposition 42

<sup>2</sup> Includes STA funds for LAVTA, Tri Delta, WestCat, county of Sonoma, and cities of Benicia, Cloverdale, Dixon, Fairfield, Healdsburg, Napa, Santa Rosa, Union City, Vallejo and Yountville, and population-based funds for regional express bus service.

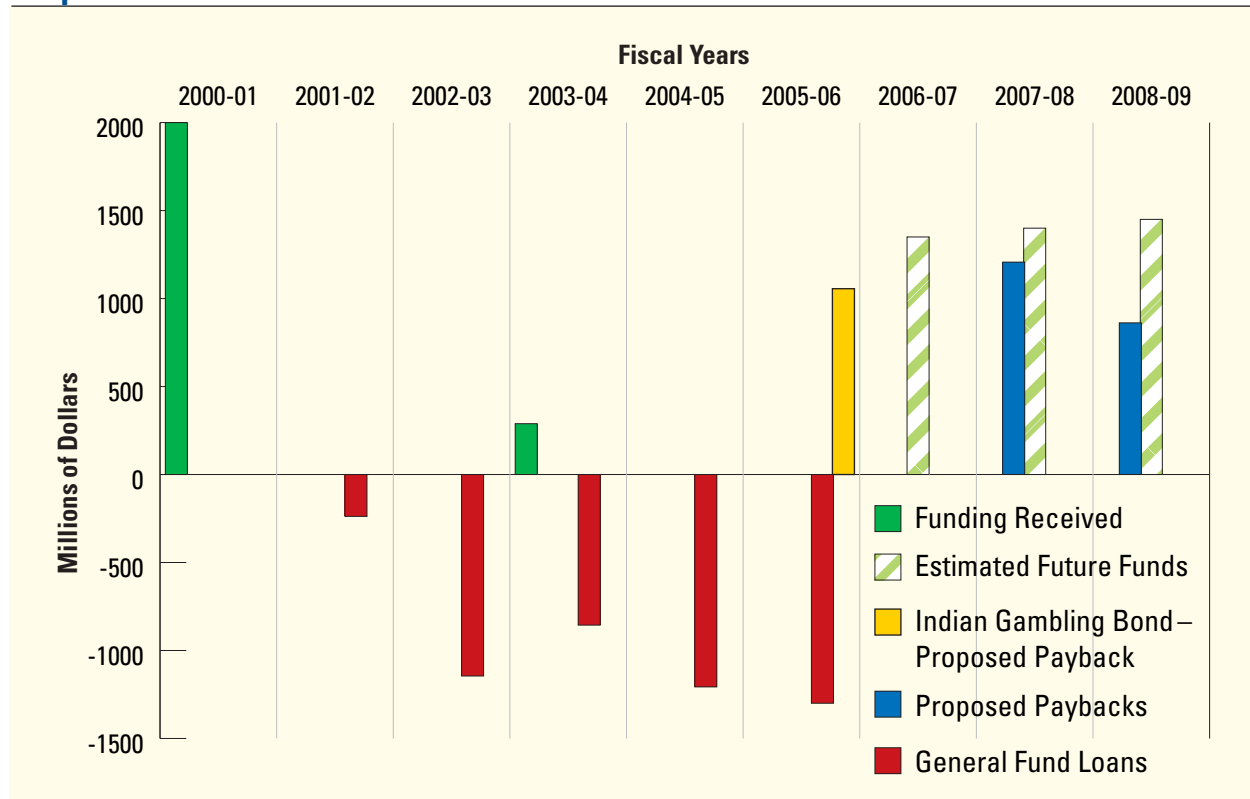
## ► Time Is Running out for Traffic Congestion Relief Program

For the first five years of Proposition 42, the law specifies that \$678 million shall be transferred annually to fund a list of 141 projects known as the TCRP or Traffic Congestion Relief Program (Bay Area projects are listed on pages 12–14). Proposition 42 funding for these projects is finite: the law specifies a total of \$4.9 billion for the specified TCRP projects and provides that the transfer of funds shall sunset after FY 2007–08. The deadline is just two years away, yet only \$1.4 billion has been provided to date.

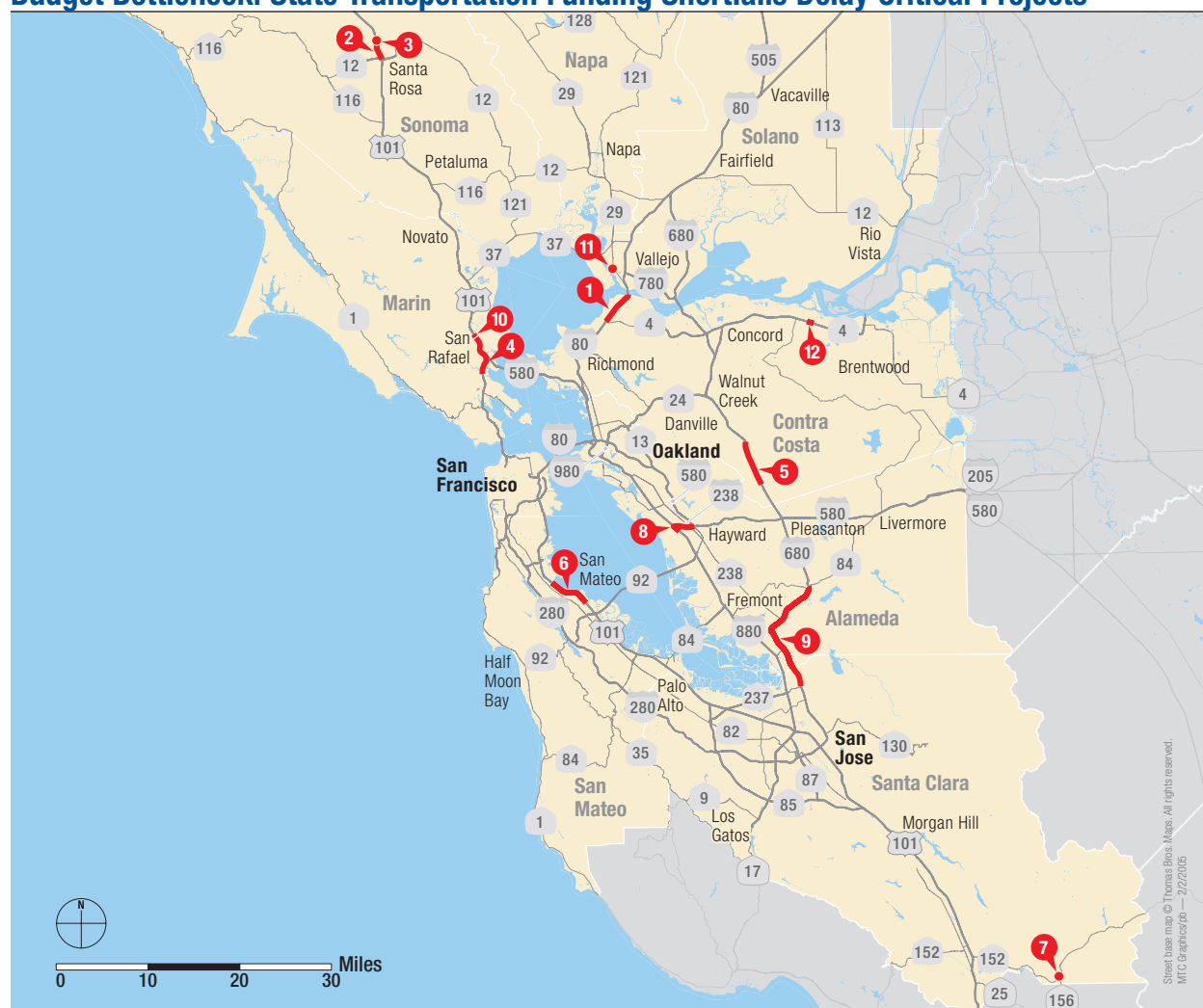
The remainder of Proposition 42 funding is divided as follows: 40 percent to the State Transportation Improvement Program (STIP), 40 percent to local streets and roads for maintenance, and 20 percent to the Public Transportation Account (PTA). Of the amount that goes to the PTA, 50 percent remains in the PTA for transit capital projects in the STIP, and 50 percent goes to public transit operators via the State Transit Assistance program.

Because Proposition 42 funds the TCRP only for a limited time, suspension in any given year creates a sizeable budget shortfall. The only way to avoid this is to treat the suspension as a loan that must be repaid in future years, as was done in the last two budget cycles and is proposed in the governor's budget.

## Proposition 42 — A Dream Deferred



## Budget Bottleneck: State Transportation Funding Shortfalls Delay Critical Projects



### Projects Ready to Award Construction Contracts Before June 30, 2007

County		Total State Funding Delayed
<b>FY 2004–05</b>		
<b>1</b> Contra Costa	Interstate 80 westbound carpool lane—State Route 4 to Carquinez Bridge	\$ 30,689,000
<b>2</b> Sonoma	U.S. 101 carpool lane—Steele Lane to State Route 12	57,097,000
<b>3</b> Sonoma	U.S. 101 Steele Lane interchange	13,759,000
<b>4</b> Marin	U.S. 101 carpool lane gap closure (Central San Rafael)	31,580,000
<b>5</b> Contra Costa	I-680 auxiliary lanes—Bollinger Canyon Road to Sycamore Valley Road	9,172,000
<i>Subtotal FY 2004–05</i>		<i>\$ 142,297,000</i>
<b>FY 2005–06</b>		
<b>6</b> San Mateo	U.S. 101 auxiliary lanes—3rd Avenue to Millbrae Avenue	\$ 43,963,000
<b>7</b> Santa Clara	State Routes 152/156 interchange	7,850,000
<b>8</b> Alameda	Interstate 238 widening from Interstate 580 to Interstate 880	29,059,000
<b>9</b> Alameda/Santa Clara	Interstate 680 Sunol Grade southbound carpool lanes	37,324,000
<b>10</b> Marin	U.S. 101 carpool lane gap closure (Puerto Suello Hill)	19,722,000
<i>Subtotal FY 2005–06</i>		<i>\$ 137,918,000</i>
<b>FY 2006–07</b>		
<b>11</b> Solano	Vallejo Ferry Terminal intermodal station	\$ 6,100,000
<b>12</b> Contra Costa	State Route 4 widening—Loveridge Road to Somersville Road	34,035,000
<i>Subtotal FY 2006–07</i>		<i>\$ 40,135,000</i>
<b>TOTAL STATE FUNDING DELAYED FOR CRITICAL READY-TO-AWARD PROJECTS</b>		<b>\$ 320,350,000</b>

## TCRP Projects in the MTC Region — Estimated Funding and Reimbursement Needs

ID	County	Project Description	TCRP Statutory Amount	Approved TCRP Allocations	Reimbursements to Project Sponsors (as of Dec. 31, 2004)	Estimated Cash Flow Needs based on Approved Allocations		
						Fiscal Year 2004–05	July 2005–Beyond	Subtotal Estimated Need
1	REG	BART to San Jose; extend BART from Fremont to San Jose and Santa Clara in Alameda and Santa Clara counties.	\$ 760,000,000	\$ 99,115,000	\$ 46,557,000	\$ 48,148,000	\$ 4,410,000	\$ 52,558,000
3	SCL	Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County	25,000,000	25,000,000	25,000,000	TCRP Funds Fully Expended and Reimbursed		
4	ALA	Route 680; add northbound HOV lane over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda counties.	60,000,000	2,000,000	783,000	1,217,000	0	1,217,000
5	SCL	Route 101; add northbound lane to freeway through San Jose, Route 87 to Trimble Road in Santa Clara County.	5,000,000	5,000,000	4,994,000	6,000	0	6,000
6	SCL	Route 262; major investment study for cross connector freeway, Route 680 to Route 880 near Warm Springs in Santa Clara County.	1,000,000	1,000,000	1,000,000	TCRP Funds Fully Expended and Reimbursed		
7	SCL	Caltrain; expand service to Gilroy; improve parking, stations, and platforms along UPRR line in Santa Clara County.	55,000,000	22,000,000	18,582,000	3,418,000	0	3,418,000
8	SCL	Route 880; reconstruct Coleman Avenue interchange near San Jose Airport in Santa Clara County.	5,000,000	5,000,000	5,000,000	TCRP Funds Fully Expended and Reimbursed		
9	REG	Capitol Corridor; improve intercity rail line between Oakland and San Jose, and at Jack London Square and Emeryville stations in Alameda and Santa Clara counties.	25,000,000	22,075,000	8,716,000	13,359,000	0	13,359,000
10	REG	Regional Express Bus; acquire low-emission buses for new express service on HOV lanes regionwide.	40,000,000	40,000,000	40,000,000	TCRP Funds Fully Expended and Reimbursed		
11	REG	San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/transit bridge or second BART tube) in Alameda, SF, or SM counties.	5,000,000	3,200,000	3,119,000	0	0	0
12	CC	Bay Area Connectivity; complete studies of, and fund related improvements for, the I-580 Livermore corridor; West Contra Costa County and Route 4 corridors in Alameda and Contra Costa counties.	17,000,000	4,400,000	4,397,000	3,000	0	3,000
13	REG	Caltrain Peninsula corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara counties.	127,000,000	127,000,000	126,411,000	589,000	0	589,000

Table continued on next page



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ID	County	Project Description	TCRP Statutory Amount	Approved TCRP Allocations	Reimbursements to Project Sponsors (as of Dec. 31, 2004)	Estimated Cash Flow Needs based on Approved Allocations		
						Fiscal Year 2004–05	July 2005–Beyond	Subtotal Estimated Need
14	SCL	Caltrain Extension to Salinas in Monterey County	\$ 20,000,000	\$ 1,000,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0
15	ALA	Route 24 Caldecott Tunnel; add fourth bore tunnel with additional lanes in Alameda and Contra Costa counties	20,000,000	15,000,000	4,164,000	3,410,000	7,426,000	10,836,000
16	CC	Route 4; construct one or more phases of improvements to widen freeway to eight lanes from Railroad through Loveridge Road, including two high-occupancy vehicle lanes, and to six or more lanes from east of Loveridge Road through Hillcrest.	39,000,000	25,000,000	25,000,000	0	0	0
17	MRN	Route 101; add reversible HOV lane through San Rafael, Sir Francis Drake Boulevard to North San Pedro Road in Marin County.	15,000,000	2,751,000	1,023,000	1,099,000	0	1,099,000
18	REG	Route 101; widen eight miles of freeway to six lanes, Novato to Petaluma (Novato Narrows) in Marin and Sonoma counties.	21,000,000	5,600,000	2,353,000	3,247,000	0	3,247,000
19	REG	Bay Area Water Transit Authority; establish a regional water transit system beginning with Treasure Island in the City and County of San Francisco.	2,000,000	150,000	0	150,000	0	150,000
20	SF	San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.	140,000,000	140,000,000	129,412,000	1,588,000	9,000,000	10,588,000
21	SF	San Francisco Muni Ocean Avenue Light Rail; reconstruct Ocean Avenue light rail line to Route 1 near California State University, San Francisco, in the City and County of San Francisco.	7,000,000	7,000,000	7,000,000	TCRP Funds Fully Expended and Reimbursed		
22	SF	Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 interchange in City and County of San Francisco.	15,000,000	3,000,000	3,000,000	0	0	0
23	SM	Caltrain Peninsula corridor; complete grade separations at Poplar Avenue in (Burlingame), 25th Avenue (San Mateo), and Linden Avenue (South San Francisco) in San Mateo County.	15,000,000	1,000,000	1,000,000	0	0	0
24	SOL	Vallejo Baylink Ferry; acquire low-emission ferryboats to expand Baylink Vallejo-San Francisco service in Solano County.	5,000,000	5,000,000	5,000,000	TCRP Funds Fully Expended and Reimbursed		

Table continued on next page

Table continued from previous page

ID	County	Project Description	TCRP Statutory Amount	Approved TCRP Allocations	Reimbursements to Project Sponsors (as of Dec. 31, 2004)	Estimated Cash Flow Needs based on Approved Allocations		
						Fiscal Year 2004–05	July 2005–Beyond	Subtotal Estimated Need
25	SOL	I-80/I-680/Route 12 interchange in Fairfield in Solano County (Stage 1).	\$ 13,000,000	\$ 13,000,000	\$ 6,229,000	\$ 3,168,000	\$ 3,603,000	\$ 6,771,000
26	REG	ACE Commuter Rail; add siding on UPRR line in Livermore Valley in Alameda County.	1,000,000	0	0	0	0	0
27	ALA	Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa counties.	11,000,000	2,466,000	2,249,000	217,000	0	217,000
28	CC	Parking Structure at Transit Village at Richmond BART Station in Contra Costa County.	5,000,000	680,000	0	350,000	330,000	680,000
29	ALA	AC Transit; buy two fuel cell buses and fueling facility for demonstration project in Alameda and Contra Costa counties.	8,000,000	8,000,000	4,729,000	2,188,000	1,083,000	3,271,000
30	MRN	Implementation of commuter rail passenger service from Cloverdale south to San Rafael and Larkspur in Marin and Sonoma counties.	37,000,000	7,700,000	5,484,000	1,714,000	502,000	2,216,000
31	ALA	Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.	25,000,000	7,000,000	2,822,000	4,082,000	96,000	4,178,000
127	SCL	Route 85/Route 87; interchange completion; addition of two direct connectors for southbound Route 85 to northbound Route 87 and southbound Route 87 to northbound Route 85.	3,500,000	3,500,000	3,500,000	TCRP Funds Fully Expended and Reimbursed		
139	SF	Balboa Park BART Station; phase I expansion.	6,000,000	6,000,000	5,255,000	745,000	0	745,000
141	ALA	Union City; pedestrian bridge over Union Pacific rail lines.	2,000,000	120,000	120,000	0	0	0
144	REG	Seismic retrofit of the national landmark Golden Gate Bridge.	5,000,000	5,000,000	5,000,000	TCRP Funds Fully Expended and Reimbursed		
156	REG	Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.	20,000,000	8,470,000	6,681,000	1,789,000	0	1,789,000
157	NAP	Route 12; Congestion relief improvements from Route 29 to I-80 through Jameson Canyon.	7,000,000	4,100,000	2,988,000	629,000	483,000	1,112,000
159	SON	Route 101; redesign and construction of Steele Lane interchange.	6,000,000	0	0	0	0	0
<b>Regional Totals:</b>			<b>\$ 1,573,500,000</b>	<b>\$ 627,327,000</b>	<b>\$ 508,688,000</b>	<b>\$ 90,996,000</b>	<b>\$ 26,933,000</b>	<b>\$ 117,929,000</b>
			<b>Total Unreimbursed TCRP Funds at Risk:</b>			<b>\$ 1,064,812,000</b>		





# We Still Need to Talk About New Revenues

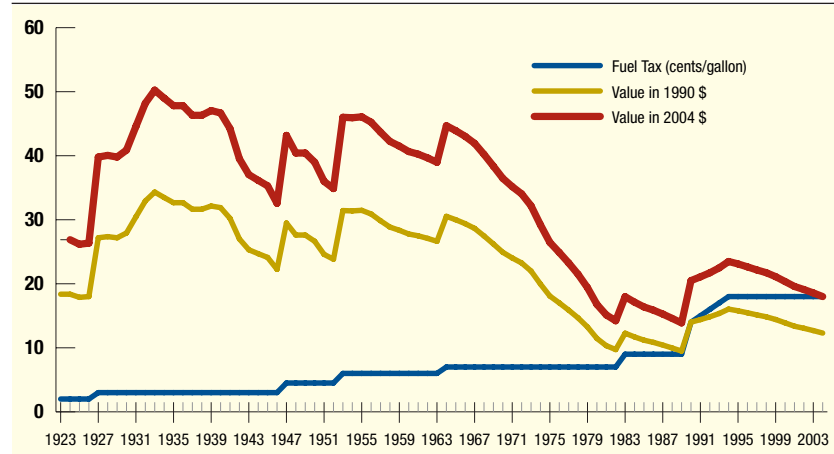
## ► Index the Gas Tax

Above and beyond the immediate crisis triggered by the suspension of Proposition 42, inflation is eating away at the purchasing power of the 18 cents-per-gallon state gasoline tax, which was last raised in 1990. After 15 years of neglect, California now ranks dead last among the 50 states in per capita spending on highways.

The Legislative Analyst's Office recommends that transportation funding be stabilized by indexing the gas tax to the consumer price index — as is done by 11 other states. Since it was last raised in 1990 from 9 cents per gallon to 18 cents per gallon, the gasoline tax has lost 25 percent of its value due to inflation. Today, California's gas tax rate is lower than that of 36 other states, and is below the national average of 20.4 cents

per gallon. With approximately 17 billion gallons of gasoline and diesel fuel consumed annually, even a 2-cent increase per gallon would raise \$340 million per year statewide. On a per capita basis, this would amount to less than \$10 per year for the average motorist.

**California's Fuel Tax Loses Value**



**Solution:** Index the state's gasoline tax to inflation, as recommended by the state Legislative Analyst's Office.

## ► Help the Bay Area Raise Funds for Critical Local Needs

As detailed on page 6, Bay Area voters repeatedly have stepped up to the plate, most recently in November 2004, to offer their support for transportation improvements. Even with these local victories, however, the region's long-range plan still projects staggering shortfalls in funding for maintenance of our local street and road network, our highways and our transit systems — not to mention a shortage of resources to accommodate future growth. But there remains one powerful revenue tool in our toolkit that we have yet to draw upon.

Under current law, MTC has the authority to place a regional gasoline tax of up to 10 cents per gallon on the ballot in the nine Bay Area counties. This authority never has been used, however, due to the fact that it requires a two-thirds majority approval by voters — a threshold that polls have shown to be unattainable for a gasoline tax.

**Solution:** Modify current law to allow voters to impose, by simple majority approval, a regional road user fee that would be levied on gasoline in the nine Bay Area counties.



# Transportation Crisis Shows Need for Reform

## ► Permit Design-Build Contracting

The California Performance Review included numerous infrastructure recommendations, among them a call to provide Caltrans greater flexibility in the types of contracting methods allowed. Research shows that design-build — in which the private sector assumes more of the design responsibilities and risk — can save significant time and money. Eight states (Arizona, Colorado, Florida, New Jersey, North Carolina, Ohio, Utah and Washington), and many local agencies in California, already have some type of design-build authority.

**Solution:** Allow more flexibility to experiment with design-build contracts.

## ► Access to Transportation: A Lifeline

Many low-income households in the Bay Area can't afford to own and operate one car, let alone the two vehicles that middle class families often consider essential. With this population in mind, MTC's Transportation 2030 Plan commits \$216 million over the next 25 years to better identify gaps in transit service, affordability and safety, to improve transportation options for low-income communities and to secure adequate resources to respond to lifeline mobility needs. The following two proposals represent two actions the Legislature can take to improve access to mobility at minor, if any, cost to the state.

### Extend the Lifeline Auto Insurance Program

Standard auto insurance premiums can be cost-prohibitive for many low-income Californians. Recognizing this, the Legislature adopted the Lifeline Insurance Program, which provides low-income residents of Los Angeles and San Francisco counties with access to low-cost auto insurance. Of those currently covered by the program, 86 percent were previously uninsured. The insurance is available only to "good drivers" and premiums are adjusted periodically to ensure the program requires no state or private sector subsidy. Unfortunately, the program is scheduled to sunset at the end of 2006. MTC urges the Legislature to remove or extend the sunset for this effective program and expand it to all counties statewide.

**Solution:** Remove or extend the sunset for this effective program and expand it to all counties.



*The Bay Area's innovative City CarShare is making up to 300 memberships available to qualifying CalWORKS participants, thanks to a grant from MTC.*

### Improve Access to Non-Emergency Medical Services: Medi-Cal Pilot Program

A number of states (including Connecticut, Florida, New York, Pennsylvania, Rhode Island, Washington and Utah) have reduced medical transportation costs by allowing bus passes to be an eligible Medicaid expense for non-emergency medical transportation. In California, however, Medi-Cal only provides non-emergency transportation services to Medi-Cal recipients with a medical condition that makes it difficult to travel by car or public transit. The result is that many Medi-Cal recipients likely forgo visiting the doctor until the condition becomes an emergency, resulting in higher overall costs to the state due to cost of the ambulance as well as the treatment itself. MTC recommends that the Legislature adopt a pilot program to test the benefits of allowing transit access to non-emergency medical services as an allowable expense under Medi-Cal.



Any Franesovic

*AC Transit's new "low-floor" buses ease wheelchair access.*

**Solution:** Adopt a pilot program to test the benefits of allowing transit access to non-emergency medical services as an allowable Medi-Cal expense.

### ► Strengthen the Transportation-Land Use Connection

This year, MTC is embarking on an ambitious new effort to link the region's planned transit expansion improvements — known as the Regional Transit Expansion Program (Resolution 3434) — to higher-density land use in the transit corridor. This Transit-Oriented Development (TOD) Policy is to ensure the Bay Area's scarce discretionary transit expansion dollars are put to the most productive use, which depends in large measure on the type of zoning and development that is approved in the transit corridor.

#### Hazardous Materials Liability – A No-Win Straitjacket

While the TOD policy is something MTC can do with existing authority, there remain a number of impediments to infill development, including hazardous materials liability. Under current law, a transit agency is responsible for cleaning up a TOD site upon discovery of hazardous materials, even if it later decides not to develop the site and return it to its undisturbed state. This law stymies new housing construction without providing any benefit to public health. In the Bay Area, it creates a huge disincentive for BART to develop its property, as BART cannot afford to assume the liability for cleaning up a site that it may subsequently decide not to develop. Should development occur, cleanup would be performed as part of the construction process.



Shea/Aegis

*Conceptual plan for transit-oriented development at MacArthur BART station in Oakland. Concerns about liability for hazardous materials have delayed progress on the project.*

**Solution:** Amend state law to eliminate this disincentive to infill development.

## State Funds Needed to Support Smart Growth Planning Efforts

Fears about what “high-density” or “infill” development looks like run deep throughout California. The more attractive examples that can be developed, the better chance policy makers will have to assuage fears that higher density must be unattractive. The Governor’s Office of Planning and Research acknowledges that specific plans can be a good tool for developing a community’s “sense of place.”

Specific plans afford cities the opportunity to sketch out in detail not just the zoning requirements, but also the look and feel of a community. Specific plans provide greater detail about how a general plan will be implemented and can range from covering an entire downtown area to a single project. Since specific plans are subject to the California Environmental Quality Act (CEQA), the environmental review process can identify and address issues that otherwise would be addressed on a case-by-case basis. This can greatly speed up the process of attracting developers and getting projects off the ground. Once the Environmental Impact Report has been certified and the specific plan adopted, any residential project in the specific plan is exempt from further CEQA review.

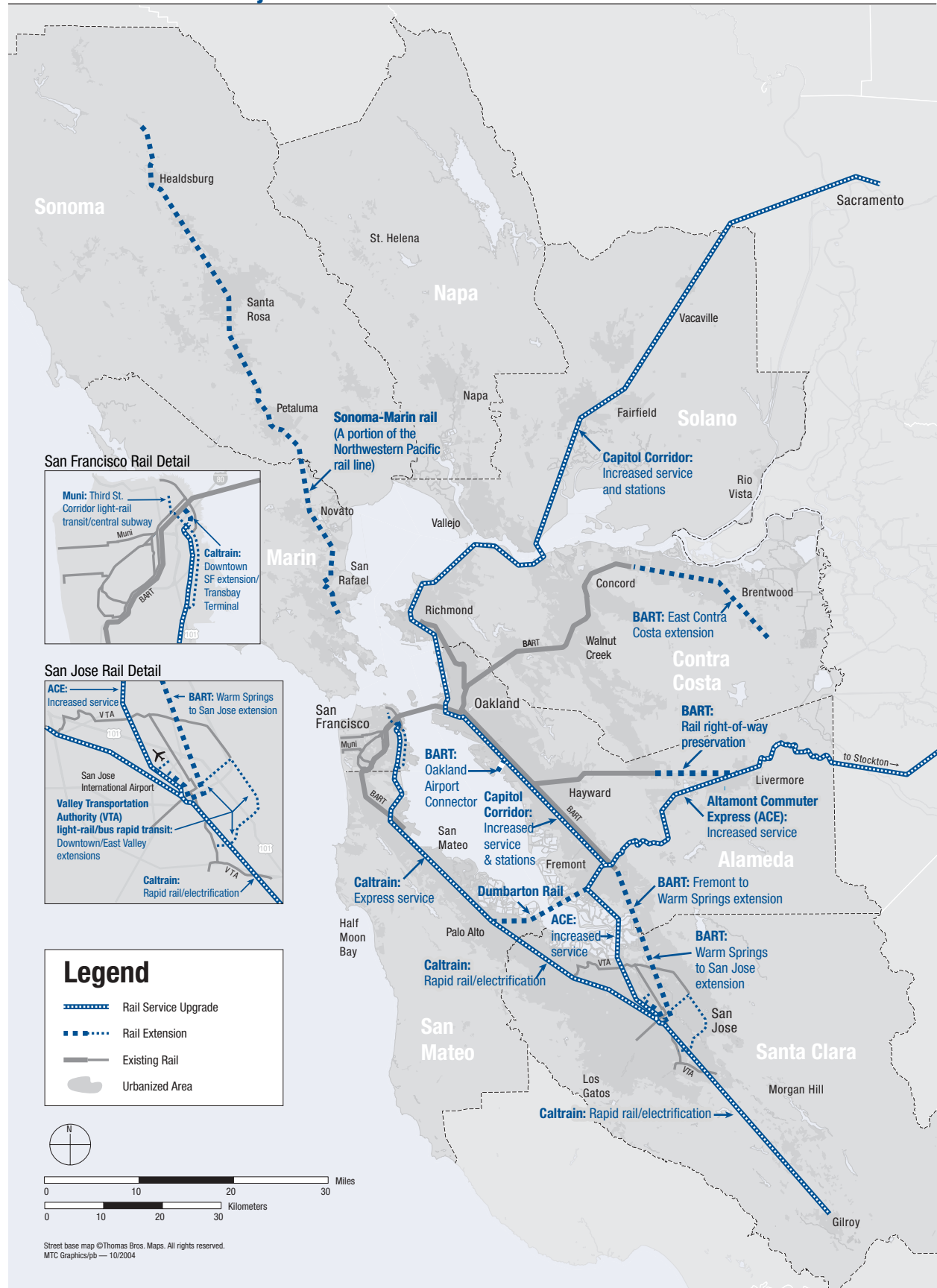


Contra Costa County

*A \$50,000 Transportation for Livable Communities (TLC) planning grant developed initial concepts for a 25-acre village center to improve traffic circulation and enhance pedestrian, bicycle and bus access in downtown El Sobrante.*

**Solution:** Support a small grant program for development of specific plans.

## Resolution 3434 Rail Projects





## MTC Resolution 3434: The Bay Area's Vision for Transit Expansion

MTC's Regional Transit Expansion Program, adopted in 2001 as Resolution 3434, identifies nine new rail extensions, significant service expansions to existing rail lines, a comprehensive regional express bus network, new ferry service and eight enhancements to existing bus and rail corridors.

When fully implemented, this next generation of transit expansion projects (shown on the map on the opposite page) will forge key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco and extend the reach of rail to the North Bay and the outer East Bay.

## Transportation 2030: Mobility for the Next Generation

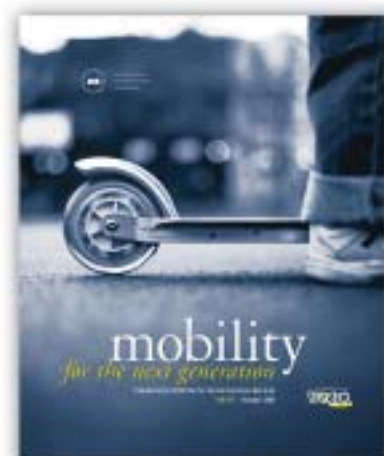
The Bay Area's surface transportation system is poorly maintained, seriously overcrowded at peak hours and woefully underfunded. These conditions have been decades in the making and cannot be reversed overnight. But they can be changed.

MTC's Transportation 2030 Plan charts a 25-year course for transforming the Bay Area transportation system and fulfilling a vision in which potholes on the streets are rare exceptions; in which the region's bridges prove mightier than the strongest earthquake; in which real-time information about conditions on every highway and transit route in the region is available on demand; and in which carefully selected additions — including BART to San Jose and unclogging notorious highway bottlenecks like the Caldecott Tunnel, the Novato Narrows and the Cordelia Junction — are made to the Bay Area transportation network.

A trio of investment themes forms the framework around the 2030 Plan: adequate maintenance, system efficiency, and strategic expansion.

The 2030 Plan shows how these themes translate into investments in specific programs and projects. Some 60 "Calls to Action" envision how MTC — together with the Bay Area public and local, state and federal decision-makers — can take these projects and programs to the next level by mining a new funding source, enacting a new law or eliminating an impediment to progress. A sampling includes:

- Conditioning local road maintenance and transit rehabilitation funds to ensure maintenance of effort and efficiencies
- Strengthening Proposition 42 so that it cannot be routinely suspended
- Pursuing functional consolidation or institutional merging of transit operators
- Indexing the state gas tax to inflation
- Encouraging community-based planning and investments for transit-dependent populations
- Implementing a coordinated, regional system of transit transfer hubs
- Conditioning transit expansion funds on supportive land uses
- Launching a regional High-Occupancy/Toll (HOT) lane network



## Regional Measure 2: Legislative Vision Wins Voters' Endorsement in 2004

Voters in March 2004 passed Regional Measure 2 to reduce congestion and improve travel in the toll bridge corridors and their approaches. Authored by Sen. Don Perata, SB 916 established the Regional Traffic Relief Plan and identified specific capital projects and programs eligible to receive RM 2 funding.

The \$1 toll increase, which took effect on July 1, 2004, will generate an estimated \$125 million each year to implement the Regional Traffic Relief Plan — which provides \$1.5 billion to 36 capital projects, and up to \$1.6 billion to 14 operating projects, over the next 35 years. MTC began allocating RM 2 funds in July 2004, and has now allocated a total of some \$153.2 million for 18 separate capital projects. These include:

- Muni Metro Third Street light rail
- Muni historic streetcar line expansion
- Dumbarton Bridge commuter rail
- Richmond Parkway park-and-ride lot
- U.S. 101 Greenbrae interchange/Larkspur Ferry improvements
- Central Contra Costa BART crossover track
- TransLink® smart card program
- Safe Routes to Transit/City CarShare
- BART Tube seismic retrofit
- Transbay Terminal/Downtown S.F. Caltrain extension
- AC Transit enhanced bus along Telegraph Ave./International Blvd./14th Street
- Water Transit Authority — systemwide improvements
- Regional Express Bus
- Interstate 880 North safety improvements
- BART Warm Springs extension
- Interstate 580 (Tri-Valley) rapid transit corridor improvements
- Regional Rail Study
- Caldecott Tunnel improvements

In addition to the capital program, MTC has approved two allocations totaling about \$5.1 million for two projects in the RM 2 Operating Program:

- Water Transit Authority planning activities
- Golden Gate Transit Richmond-San Rafael Bridge service.





## System Efficiency: Squeezing Better Mileage from Existing Resources

*In an era of limited resources, MTC has placed a priority on a series of successful programs that make it easier, safer and more convenient to use the Bay Area's existing transportation network to get around—whether by car, transit, bike or foot.*

### Bay Area Tollpayers Get on the FasTrak™

Acting as the Bay Area Toll Authority, MTC in early 2004 assumed responsibility from Caltrans for operation of the FasTrak™ system on the region's seven state-owned toll bridges. To promote electronic toll collection, MTC gave FasTrak™ users a four-month reprieve from the \$1 toll hike that went into effect July 1, 2004 following voters' approval of the Regional Measure 2 traffic relief program.

The temporary toll discount, plus aggressive marketing, online enrollment and an expanded number of FasTrak™-only lanes, sparked an unprecedented enrollment surge, with the number of FasTrak™ accounts jumping by more than 80,000, or nearly 40 percent, in the six months from May 1 through October 31. This resulted in a corresponding increase in FasTrak™ traffic on Bay Area bridges.



*FasTrak® lane at Carquinez Bridge*

MTC is now working with the Golden Gate Bridge, Highway and Transportation District to create a single regional center that will merge the FasTrak™ customer service centers for the state-owned bridges and the Golden Gate Bridge. The Regional FasTrak™ Customer Service Center is expected to be in operation in summer 2005.

### TransLink® Moves into Full Swing

The TransLink® transit-fare smart card is the thread that will stitch together the Bay Area's nearly two dozen transit systems into a seamless, passenger-friendly network. A proven success through a test phase that began in 2002, TransLink® has been approved for installation by AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and the Santa Clara Valley Transportation Authority. Full system installation begins in 2005.

The powerful, versatile and distinctive TransLink® card:

- Eliminates the need for exact change and/or multiple transit passes
- Automatically grants transfers and calculates appropriate discounts
- Improves service planning, marketing and financial accounting
- Allows faster boarding





## Travel Information As Easy As 5-1-1

MTC's award-winning 511 traveler information service is a joint effort with Caltrans, the California Highway Patrol and dozens of other partners to provide current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options. The toll-free service is a hit with Bay Area travelers, receiving its 5 millionth phone call in December 2004, just two years after the system's debut.



Peter Beeler

*Rachel Garcia of Concord, 511's five millionth caller*

**"I'm always telling all my friends about it and they're like, 'What's 511?' And I'm just like, 'It's the coolest thing.' And then they try it out and can't believe how well it works."**

— Cal State Hayward undergrad

The Bay Area 511 system — which generates more than 75,000 calls and hundreds of thousands of Web hits each week — boasts a range of services and innovations unparalleled by 511 systems anywhere else in the country. Among the latest innovations is 511 Driving Times™, which uses several high-tech systems — including FasTrak™ electronic toll collection transponders — to calculate current travel times from point to point along the Bay Area freeway network. The 511 Transit page at [www.511.org](http://www.511.org) is home to the popular 511 TakeTransit™ online transit trip planning and information service, which is accessed by more than 700,000 computers and generates more than 200,000 personalized trip itineraries each month.

The Bay Area 511 system was recognized last year by the Intelligent Transportation Society of America as the "Best New Product, Service or Application" for 2003. It also received a 2003 California Department of Transportation Award for transportation management, the 2003 Innovation Award from the American Public Transportation Association, and the Best Public Innovation and Best Partnership Awards from the California Alliance for Advanced Transportation Systems.



*The 511 Transit Web page*

## Freeway Service Patrol Aids Stranded Motorists

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks that patrols more than 450 miles of the region's most congested freeways. The FSP is financed with federal, state and local monies. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties.



George Draper

*FSP provided more than 135,000 assists in 2004.*

## Call Box Service Offers a Safety Net



George Draper

In partnership with the California Highway Patrol and Caltrans, MTC operates some 2,600 call boxes on more than 1,100 miles of highways and expressways in the Bay Area, allowing motorists to report a road hazard, flat tire or mechanical breakdown.

*Some 3,000 motorists each month take advantage of the Bay Area's roadside call boxes.*



# Projects and Programs By County

Alameda **28**

Contra Costa **30**

Marin **32**

Napa **34**

San Francisco **36**

San Mateo **38**

Santa Clara **40**

Solano **42**

Sonoma **44**

# Alameda County

## Project Funding at Risk

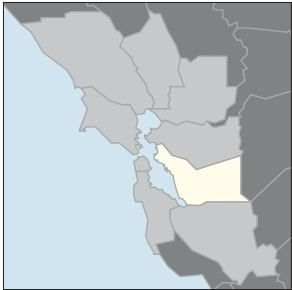
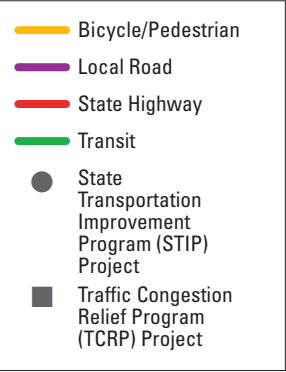
### State Transportation Improvement Program (STIP)

- 1** AC Transit Berkeley/Oakland/San Leandro Corridor MIS Phase 2  
STIP Funds: \$2,700,000  
  
AC Transit Bus Component Rehabilitation  
STIP Funds: \$4,500,000 (*not mapped*)  
  
AC Transit Districtwide Maintenance Facility Upgrade  
STIP Funds: \$3,705,000 (*not mapped*)  
  
AC Transit Expansion of Satellite-Based Global Tracking Communication System  
STIP Funds: \$1,000,000 (*not mapped*)
- 2** ACE Track Improvements  
STIP Funds: \$1,000,000
- 3** BART Lake Merritt Channel Subway Repair  
STIP Funds: \$2,000,000
- 4** BART-Oakland Airport Connector  
STIP Funds: \$33,000,000
- 5** Emeryville Amtrak Station Intermodal Improvements  
STIP Funds: \$6,310,000
- 6** I-80 Sound Barrier Near Berkeley Aquatic Park  
STIP Funds: \$2,986,000
- 7** I-238 Northbound Widening  
STIP Funds: \$28,213,000
- 8** I-580 Livermore Westbound Noise Barrier  
STIP Funds: \$941,000
- 9** I-580 San Leandro Noise Barrier  
STIP Funds: \$6,280,000

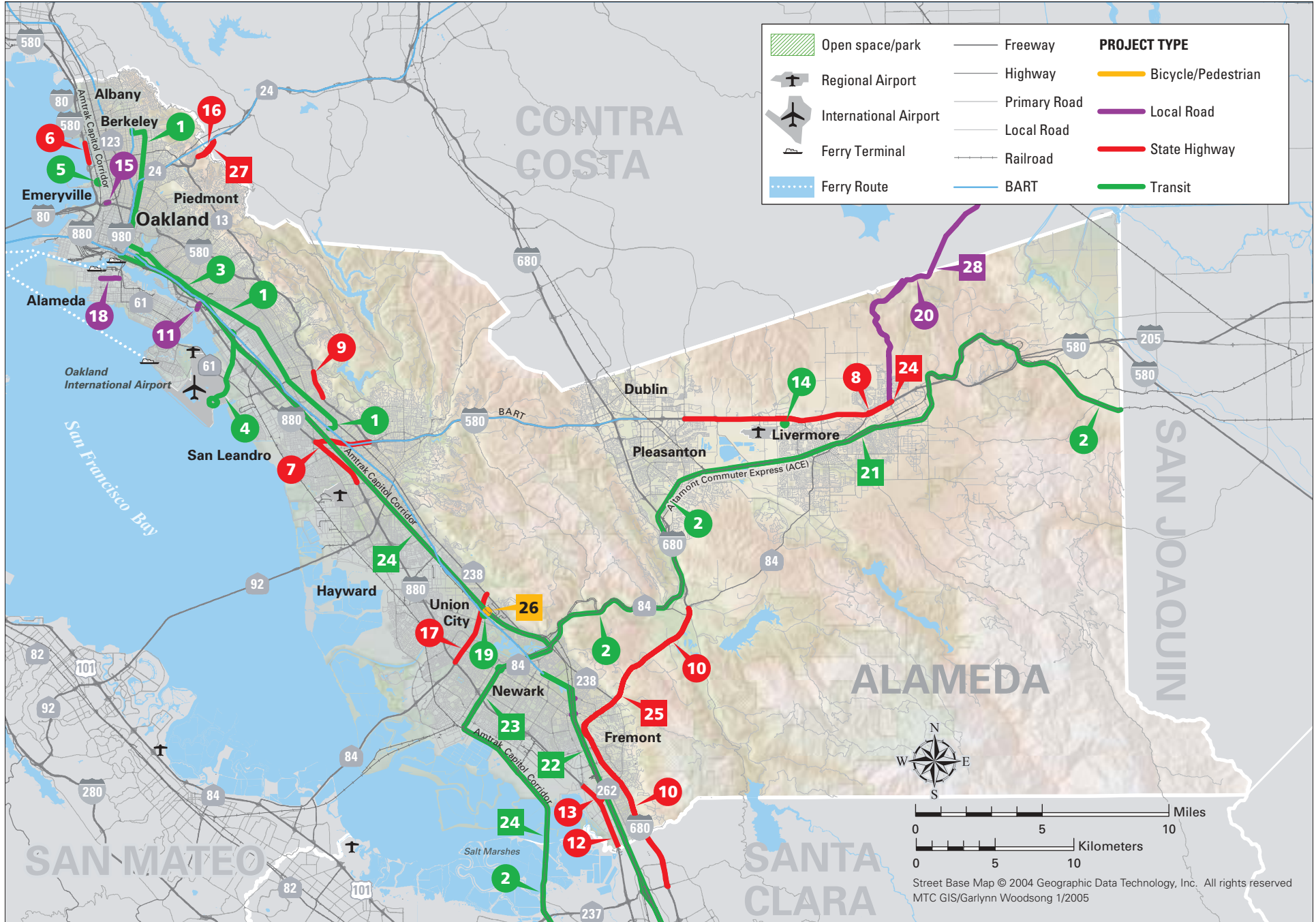
- 10** I-680 Sunol Grade Southbound HOV Lane  
STIP Funds: \$29,016,000
- 11** I-880 Access Improvements at 42nd Avenue/High Street  
STIP Funds: \$3,130,000
- 12** I-880 HOV Lane – Mission Boulevard to Santa Clara County line  
STIP Funds: \$36,837,000
- 13** I-880 at Route 262 Landscaping  
STIP Funds: \$3,640,000
- 14** LAVTA New Satellite Facility  
STIP Funds: \$4,000,000
- 15** Mandela Parkway Extension Widening and Turn Pockets  
STIP Funds: \$1,900,000
- 16** Route 24 Caldecott Tunnel – Fourth Bore  
STIP Funds: \$12,000,000
- 17** Route 84 – 4-lane Expressway on New Alignment  
STIP Funds: \$10,000,000
- 18** Tinker Avenue Extension and College of Alameda Transit Center  
STIP Funds: \$4,000,000
- 19** Union City Intermodal Station – Phase 1  
STIP Funds: \$12,314,000
- 20** Vasco Road Safety Improvements – Phase 1  
STIP Funds: \$1,400,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- AC Transit Fuel Cell Buses  
TCRP Funds: \$3,300,000 (*not mapped*)
- 21** ACE Commuter Rail Improvements in Livermore Valley  
TCRP Funds: \$1,000,000
- 22** BART Extension to San Jose  
TCRP Funds: \$716,000,000  
  
BART Seismic Retrofit  
TCRP Funds: \$13,500,000 (*not mapped*)  
  
Bay Area Transit Connectivity Study (I-580 Livermore Corridor)  
TCRP Funds: \$12,600,000 (*not mapped*)
- 23** Capitol Corridor Intercity Rail Improvements – Oakland to San Jose  
TCRP Funds: \$16,385,000
- 24** I-580 HOV Lanes in Livermore Valley  
TCRP Funds: \$22,265,000
- 25** I-680 Northbound HOV Lane Over Sunol Grade  
TCRP Funds: \$59,000,000
- 26** Pedestrian Bridge Over Union Pacific Railroad Lines  
TCRP Funds: \$1,900,000
- 27** Route 24 Caldecott Tunnel – Fourth Bore  
TCRP Funds: \$15,836,000
- 28** Vasco Road Safety/Transit Enhancements  
TCRP Funds: \$8,751,000







# Contra Costa County

## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** BART Pittsburg/Bay Point Station: Terminal Automation System  
STIP Funds: \$1,500,000
- 2** BART Richmond Station: Additional Parking  
STIP Funds: \$2,000,000
- 3** BART Stations: Bicycle Pavilions  
STIP Funds: \$450,000
- 4** BART Stations: Platform Edge Tiles  
STIP Funds: \$1,248,000
- 5** Camino Tassajara: Bikeway Shoulders  
STIP Funds: \$324,000
- 6** Delta DeAnza Trail Gap Closure  
STIP Funds: \$311,000
- 7** Hercules – New Intercity Rail Station  
STIP Funds: \$3,000,000
- 8** I-80 Westbound HOV Gap Closure – Route 4 to Carquinez Bridge  
STIP Funds: \$36,300,000
- 9** I-680/Route 4 Interchange – Phase 1 (northbound I-680 to westbound Route 4)  
STIP Funds: \$5,500,000
- 10** I-680 Auxiliary Lane – Bollinger Canyon to Diablo  
STIP Funds: \$9,000,000
- 11** Martinez Intermodal Station – Phase 3  
STIP Funds: \$2,000,000

- 12** Pleasant Hill Road Pedestrian and Bicycle Improvements  
STIP Funds: \$1,436,000
- 13** Reliez Valley Road Pedestrian Path  
STIP Funds: \$342,000
- 14** Richmond Parkway Transit Center and Access Improvements  
STIP Funds: \$8,700,000
- 15** Route 4 East Widening From Loveridge to Somersville  
STIP Funds: \$30,000,000
- 16** Route 4 East Widening From Somersville to Route 160  
STIP Funds: \$2,618,000
- 17** Route 4 East Offramp Improvements at Hillcrest Avenue  
STIP Funds: \$2,250,000
- 18** Route 24 Caldecott Tunnel – Fourth Bore  
STIP Funds: \$12,000,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

AC Transit Fuel Cell Buses  
TCRP Funds: \$3,300,000 (*not mapped*)

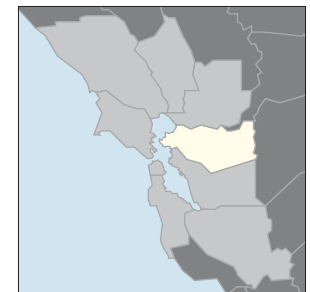
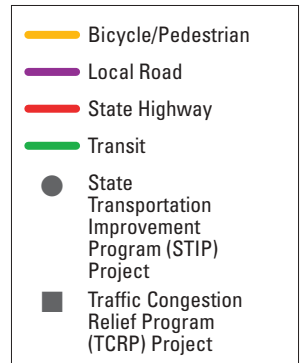
BART Seismic Retrofit  
TCRP Funds: \$13,500,000  
(*not mapped*)

Bay Area Transit Connectivity Study (West County and Route 4 Corridors)  
TCRP Funds: \$12,600,000  
(*not mapped*)

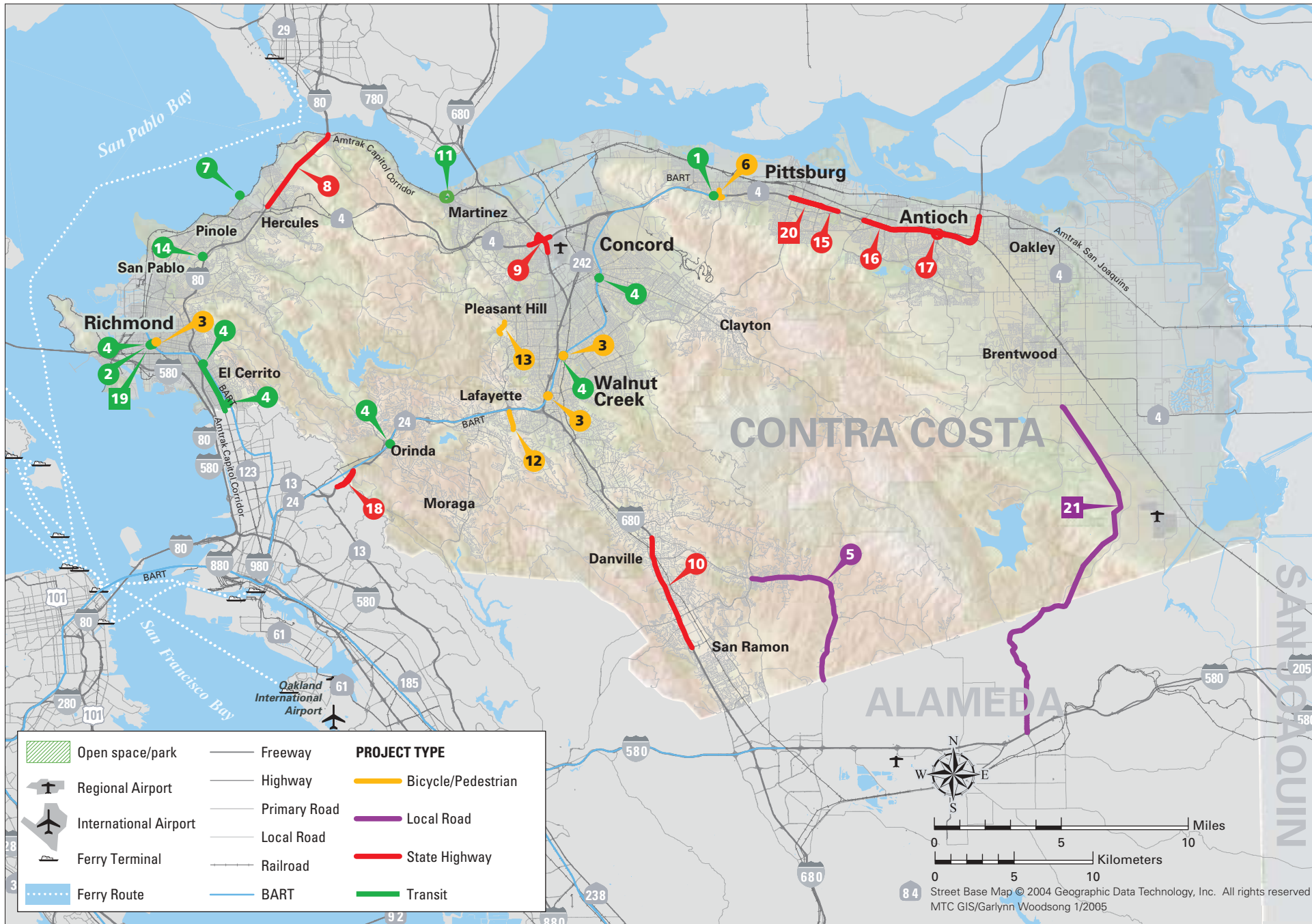
**19** Richmond BART Transit Village Parking Structure  
TCRP Funds: \$5,000,000

**20** Route 4 Widening – Railroad Avenue to Loveridge Road  
TCRP Funds: \$14,000,000

**21** Vasco Road Safety/Transit Enhancements  
TCRP Funds: \$8,751,000







# Marin County

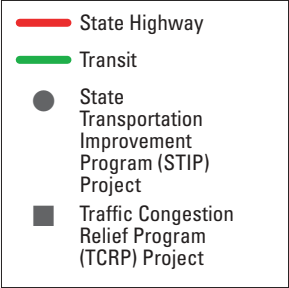
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** Route 1 Wildlife Crossings  
STIP Funds: \$775,000
- 2** U.S. Highway 101 Golden Gate Botanical Management Area  
STIP Funds: \$300,000
- 3** U.S. Highway 101 HOV Lane Gap Closure  
STIP Funds: \$37,136,000
- 4** U.S. Highway 101 Novato Narrows Freeway Upgrade  
STIP Funds: \$16,000,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 5** New Commuter Rail Service – Cloverdale to San Rafael  
TCRP Funds: \$31,921,000
- 6** North Coast Railroad Track Repair and Upgrades  
TCRP Funds: \$42,000,000
- 7** U.S. Highway 101 Novato Narrows Freeway Upgrade  
TCRP Funds: \$18,836,000
- 8** U.S. Highway 101 Reversible HOV Lane in San Rafael  
TCRP Funds: \$14,000,000







# Napa County

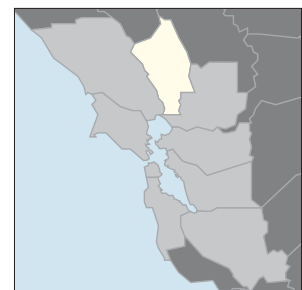
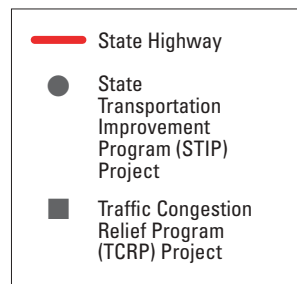
## Project Funding at Risk

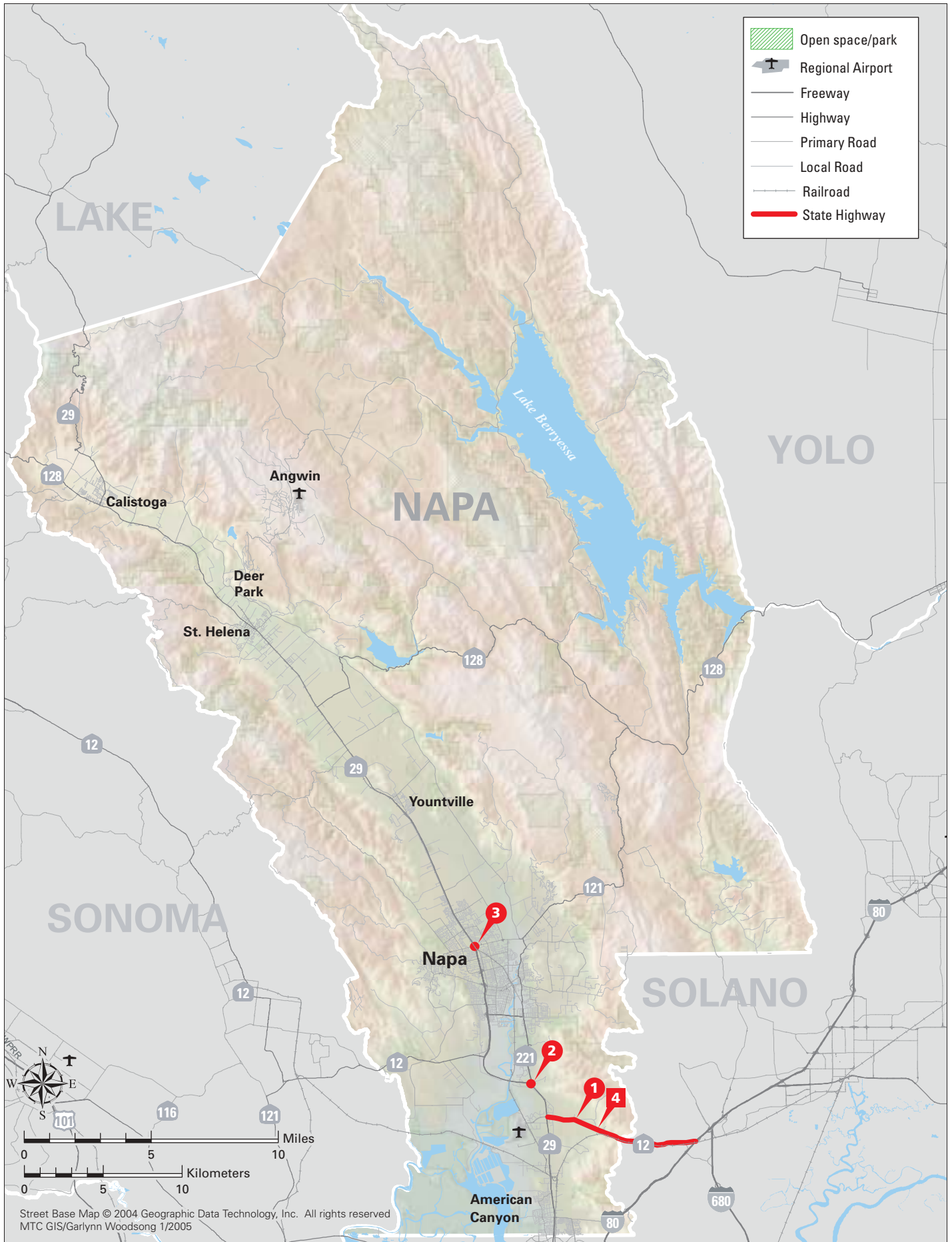
### State Transportation Improvement Program (STIP)

- 1** Jameson Canyon Road (Route 12)  
Widening  
STIP Funds: \$4,000,000
- 2** Routes 12/29/221 Intersection  
Improvements  
STIP Funds: \$4,200,000
- 3** Route 29/Trancas Street Interchange  
Improvements  
STIP Funds: \$789,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 4** Jameson Canyon Road (Route 12)  
Widening  
TCRP Funds: \$4,150,000





# City and County of San Francisco

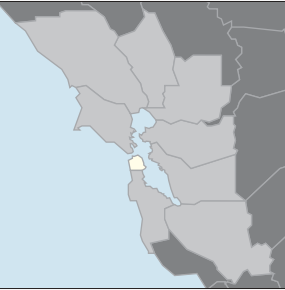
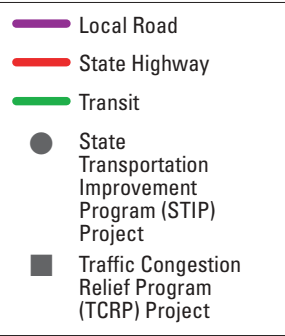
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

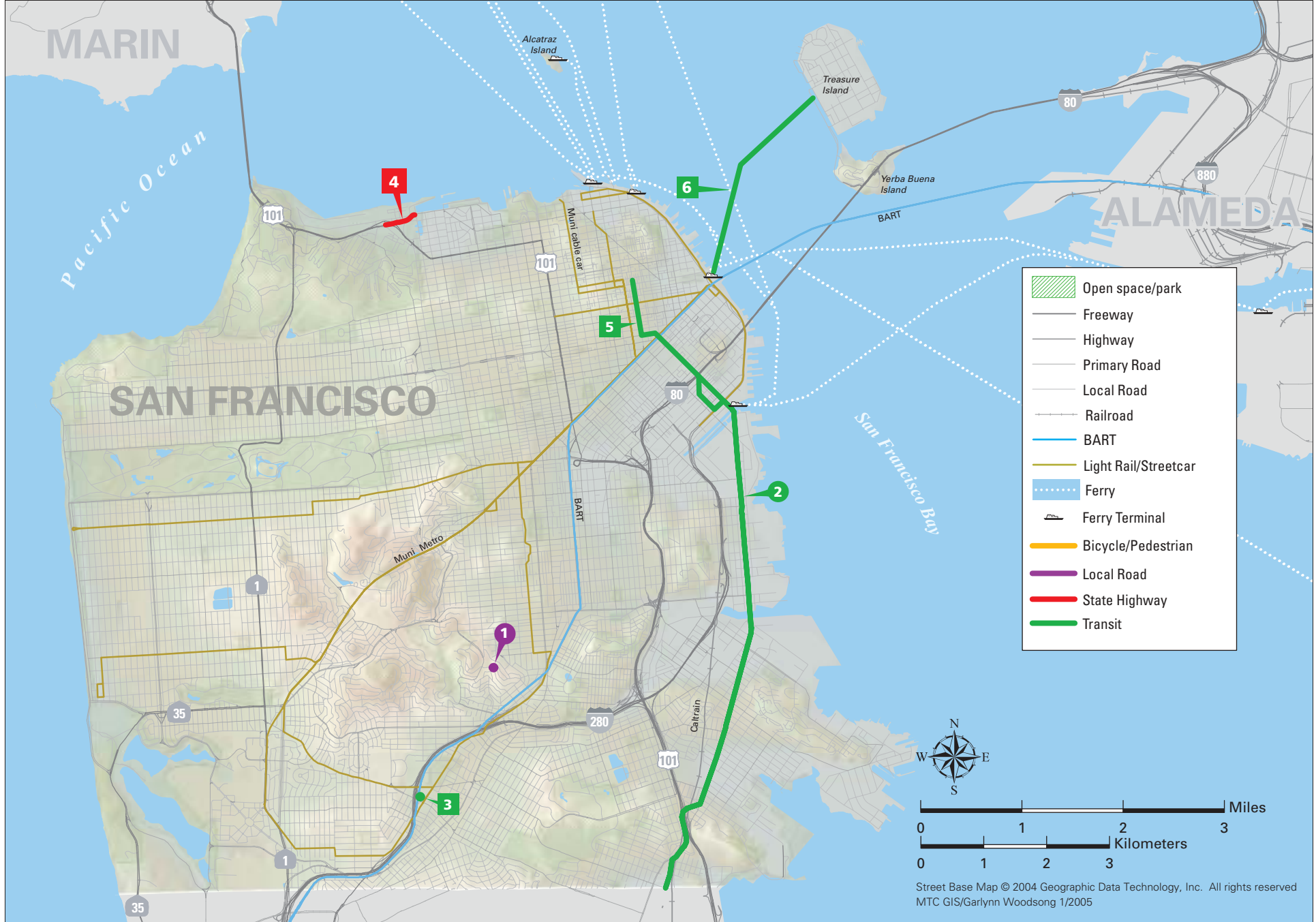
- 1** Addison and Digby Traffic Circle Safety Improvements  
STIP Funds: \$200,000
- 2** Muni Third Street Light-Rail Extension (AB 3090 Cash Reimbursement)  
STIP Funds: \$22,570,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 3** Balboa Park BART Station Expansion  
TCRP Funds: \$1,600,000  
  
BART Seismic Retrofit  
TCRP Funds: \$13,500,000  
(not mapped)
- Caltrain Express and Upgrades  
TCRP Funds: \$2,840,000  
(not mapped)
- 4** Doyle Drive Reconstruction  
TCRP Funds: \$12,000,000
- 5** Muni Metro Central Subway to Chinatown  
TCRP Funds: \$10,588,000
- 6** Treasure Island Ferry Service  
TCRP Funds: \$2,000,000







# San Mateo County

## Project Funding at Risk

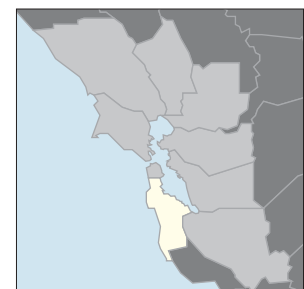
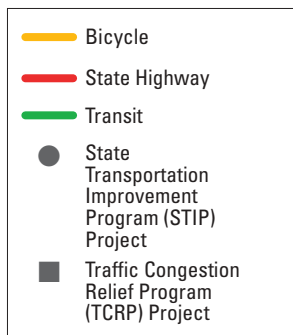
### State Transportation Improvement Program (STIP)

- 1** BART-SFO Extension  
Bicycle/Pedestrian Path  
STIP Funds: \$2,120,000
- 2** Devil's Slide Bypass  
STIP Funds: \$1,500,000
- 3** Route 92 Widening in Half Moon Bay  
STIP Funds: \$3,843,000
- 4** Route 92 Shoulder Widening and Curve Correction  
STIP Funds: \$2,619,000
- 5** Route 92 Truck Climbing Lane  
STIP Funds: \$12,540,000
- 6** Tilton-Poplar Grade Separation  
STIP Funds: \$9,103,000
- 7** U.S. Highway 101 Auxiliary Lane From Third Avenue to Millbrae  
STIP Funds: \$42,886,000
- 8** U.S. Highway 101 Auxiliary Lane and Landscaping From Marsh Road to Ralston Avenue  
STIP Funds: \$9,021,000
- 9** U.S. Highway 101 – Willow Road Interchange Reconstruction  
STIP Funds: \$20,046,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

Caltrain Express and Upgrades  
TCRP Funds: \$2,840,000  
(not mapped)

- 10** Caltrain Peninsula Corridor Grade Separations at Linden, Poplar and 25th avenues  
TCRP Funds: \$14,000,000





# Santa Clara County

## Project Funding at Risk

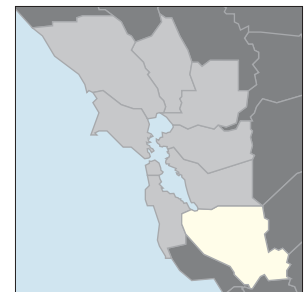
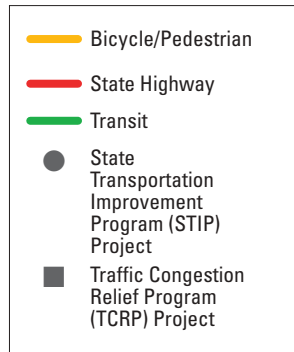
### State Transportation Improvement Program (STIP)

- 1** Borregas Avenue Bicycle/Pedestrian Bridges Over U.S. Highway 101 and Route 237  
STIP Funds: \$3,700,000
- 2** Caltrain San Jose to Santa Clara – Fourth Main Track  
STIP Funds: \$17,900,000
- 3** I-280 Soundwall – Bird Avenue to Los Gatos  
STIP Funds: \$3,575,000
- 4** I-680 Soundwalls – Capitol Expressway to Mueller  
STIP Funds: \$3,552,000
- 5** I-680 Sunol Grade – Northbound HOV Lane From Route 84 to Route 237  
STIP Funds: \$25,080,000
- 6** I-680 Sunol Grade – Southbound HOV Lane  
STIP Funds: \$8,308,000
- 7** I-880 Soundwalls – I-280 to Stevens Creek Boulevard  
STIP Funds: \$2,377,000

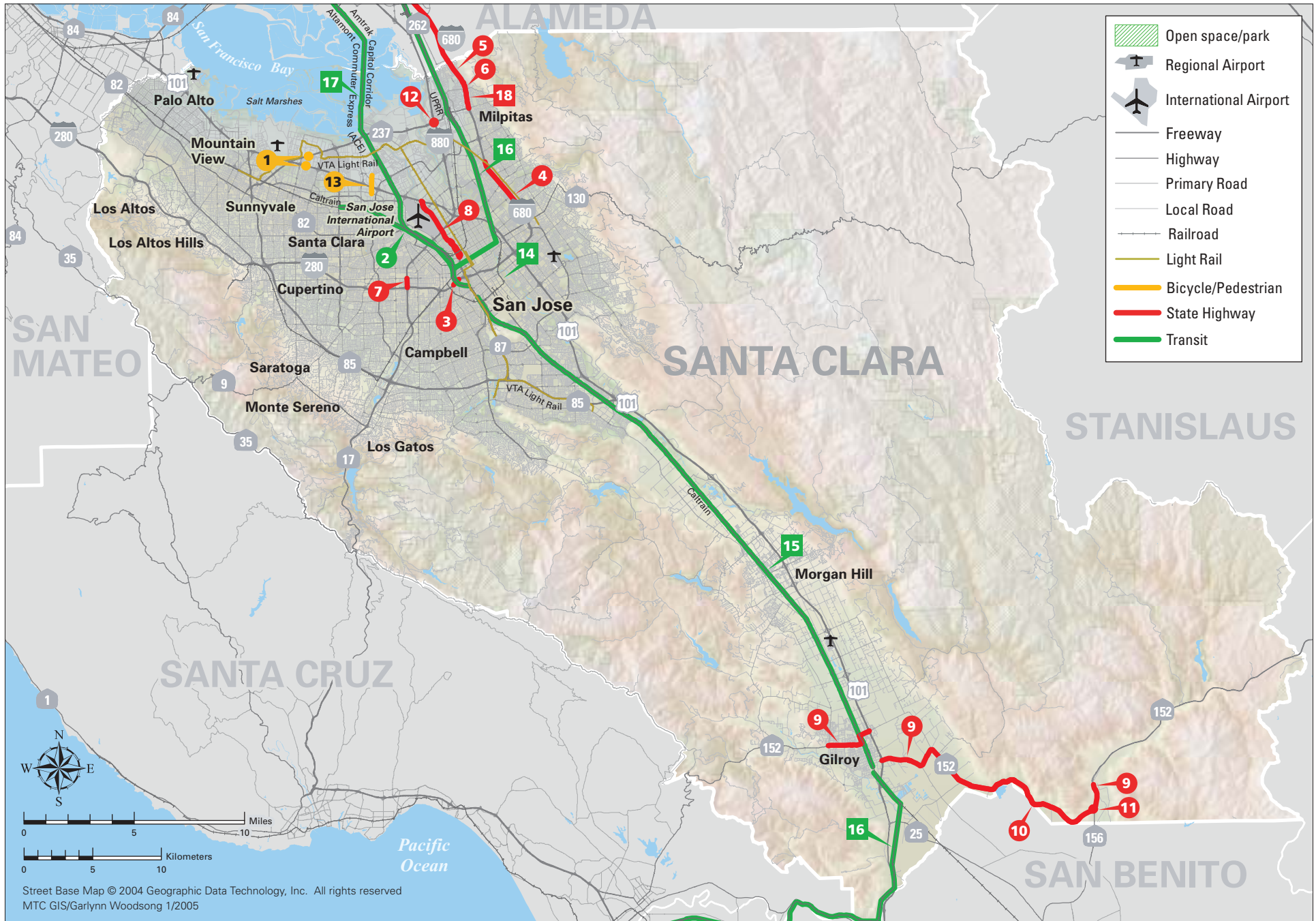
- 8** Route 87 Guadalupe Freeway Corridor Landscaping  
STIP Funds: \$4,500,000
- 9** Route 152 – New Expressway Study  
STIP Funds: \$7,000,000
- 10** Route 152 – Passing and Truck Climbing Lanes  
STIP Funds: \$8,786,000
- 11** Route 156 Widening and Interchange at Route 152 (Casa de Fruta)  
STIP Funds: \$11,390,000
- 12** Route 237/I-880 Interchange Landscaping  
STIP Funds: \$1,336,000
- 13** San Tomas Aquino Creek Trail  
STIP Funds: \$2,000,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 14** BART Extension to San Jose  
TCRP Funds: \$716,000,000  
  
Caltrain Express and Upgrades  
TCRP Funds: \$2,840,000  
(not mapped)
- 15** Caltrain Extension to Gilroy  
TCRP Funds: \$37,139,000
- 16** Caltrain Extension to Salinas in Monterey County  
TCRP Funds: \$19,000,000
- 17** Capitol Corridor Intercity Rail Improvements – Oakland to San Jose  
TCRP Funds: \$16,385,000
- 18** I-680 Northbound HOV Lane Over Sunol Grade, Milpitas to Route 84  
TCRP Funds: \$59,000,000







# Solano County

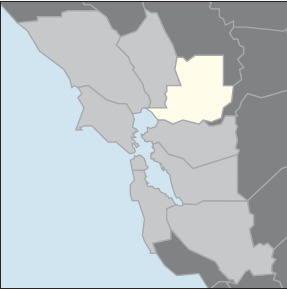
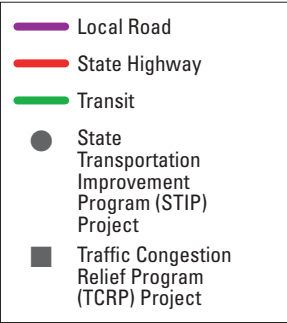
## Project Funding at Risk

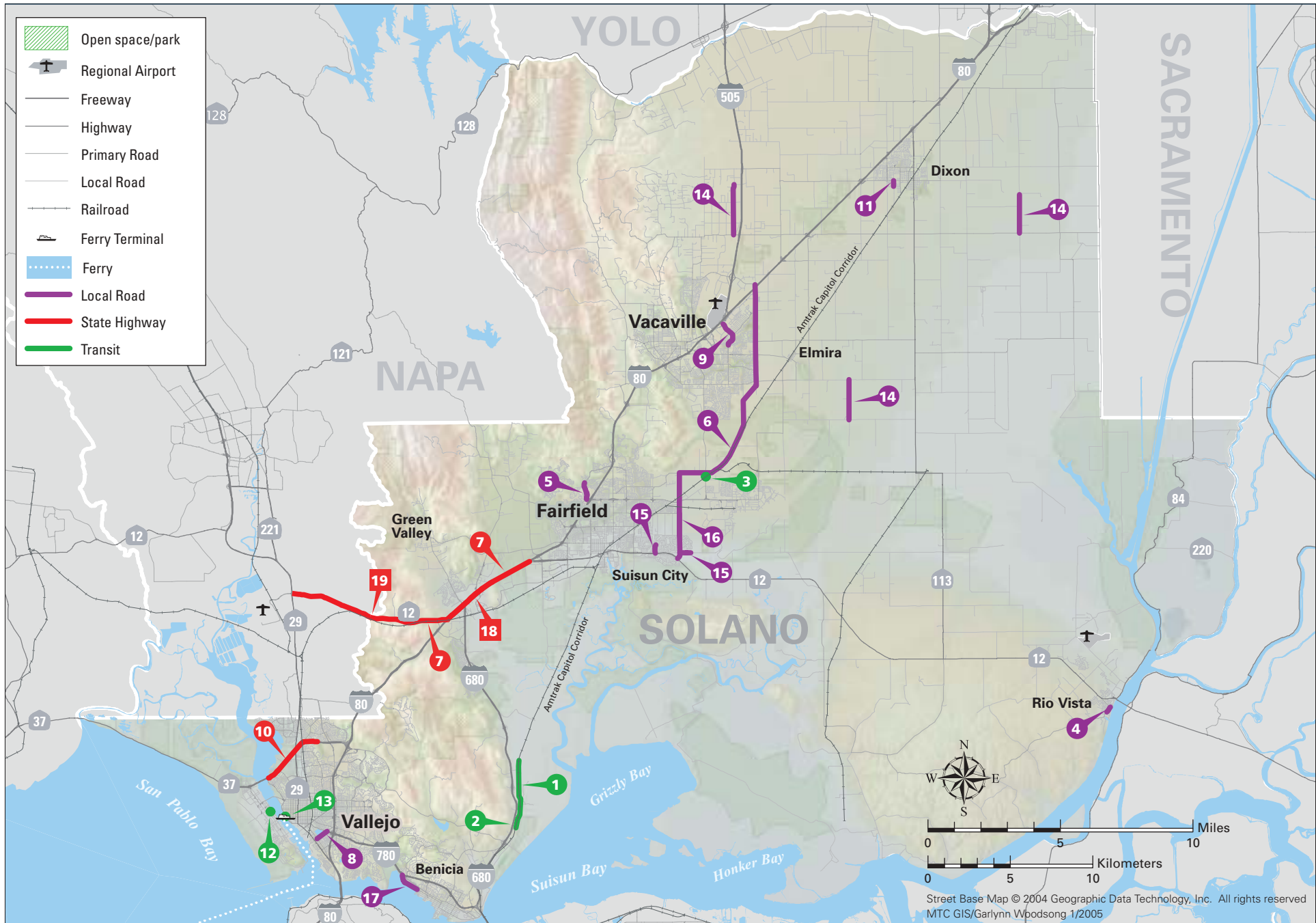
### State Transportation Improvement Program (STIP)

- 1** Amtrak Capitol Corridor – Bahia Viaduct Track Upgrade  
STIP Funds: \$2,250,000
- 2** Benicia Intermodal Transportation Station  
STIP Funds: \$1,325,000
- 3** Fairfield/Vacaville Capitol Corridor Intercity Rail Station  
STIP Funds: \$2,250,000
- 4** Front Street Rehabilitation in Rio Vista  
STIP Funds: \$74,000
- 5** Hilborn Pavement Improvements in Fairfield  
STIP Funds: \$364,000
- 6** I-80 Reliever Route/Jepson Parkway – Between Route 12 and I-80 on Walters, Vanden and Leisure Town Roads  
STIP Funds: \$18,660,000
- 7** I-80/I-680/Route 12 North Connector – Phase 2  
STIP Funds: \$11,412,000
- 8** Lemon Street Rehabilitation in Vallejo  
STIP Funds: \$428,000
- 9** Nut Tree Road Resurfacing in Vacaville  
STIP Funds: \$342,000
- 10** Route 37 From Napa River to Route 29 – Planting Mitigation  
STIP Funds: \$3,474,000
- 11** South Lincoln Street Overlay in Dixon  
STIP Funds: \$105,000
- 12** Vallejo Ferry Maintenance Facility  
STIP Funds: \$425,000
- 13** Vallejo Intermodal Station – Parking Structure for Baylink Ferry and Bus Facilities  
STIP Funds: \$7,300,000
- 14** Various County Roads Overlay  
STIP Funds: \$393,000
- 15** Various Streets Pavement Rehabilitation in Suisun City  
STIP Funds: \$140,000
- 16** Walters Road Extension and Expansion  
STIP Funds: \$3,300,000
- 17** West ‘K’ Street Overlay in Benicia  
STIP Funds: \$154,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 18** I-80/I-680/Route 12 Interchange in Fairfield  
TCRP Funds: \$7,000,000
- 19** Jameson Canyon Road (Route 12) Widening  
TCRP Funds: \$4,000,000





# Sonoma County

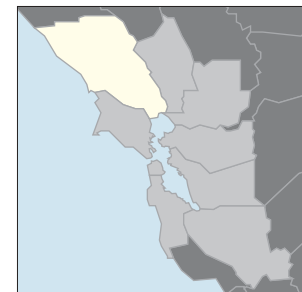
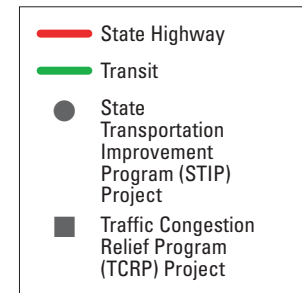
## Project Funding at Risk

### State Transportation Improvement Program (STIP)

- 1** U.S. Highway 101– Steele Lane Interchange  
STIP Funds: \$13,358,000
- 2** U.S. Highway 101 HOV Lanes From Santa Rosa to Windsor  
STIP Funds: \$6,000,000
- 3** U.S. Highway 101 HOV Lanes Between Rohnert Park and Petaluma  
STIP Funds: \$6,000,000
- 4** U.S. Highway 101 HOV Lanes and Interchange in Rohnert Park  
STIP Funds: \$39,400,000
- 5** U.S. Highway 101 HOV Lanes – Route 12 to Steele Lane  
STIP Funds: \$47,470,000
- 6** U.S. Highway 101 Wilfred Avenue to Route 12 – Soundwall and Plantings  
STIP Funds: \$2,446,000
- 7** U.S. Highway 101 – Southbound Auxiliary Lane Route 116 to East Washington  
STIP Funds: \$4,000,000

### Proposition 42 Traffic Congestion Relief Program (TCRP)

- 8** New Commuter Rail Service – Cloverdale to San Rafael  
TCRP Funds: \$31,921,000
- 9** North Coast Railroad Track Repair and Upgrades  
TCRP Funds: \$35,000,000
- 10** U.S. Highway 101– Steele Lane Interchange  
TCRP Funds: \$6,000,000
- 11** U.S. Highway 101 Marin/Sonoma Novato Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway  
TCRP Funds: \$18,836,000







# Bay Area Partnership Board and MTC Advisory Committees

## Transit Operators

### Alameda-Contra Costa Transit District (AC Transit)

RICK FERNANDEZ 510.891.4753

### Bay Area Rapid Transit District (BART)

TOM MARGRO 510.464.6065

### Bay Area Water Transit Authority

STEVEN CASTLEBERRY 415.291.3377

### Central Contra Costa Transit Authority (County Connection)

RICK RAMACIER 925.676.1976

### Eastern Contra Costa Transit Authority (Tri Delta)

JEANNE KRIEG 925.754.6622

### Golden Gate Bridge, Highway & Transportation District

CELIA KUPERSMITH 415.923.2203

### Livermore Amador Valley Transit Authority (WHEELS)

BARBARA DUFFY 925.455.7555

### San Francisco Municipal Railway (Muni)

MICHAEL BURNS 415.554.4129

### San Mateo County Transit District (SamTrans)/Peninsula Corridor Joint Powers Board (Caltrain)

MIKE SCANLON 650.508.6221

### Santa Clara Valley Transportation Authority (VTA)

PETE CIPOLLA 408.321.5559

### Santa Rosa Department of Transit & Parking

ROBERT DUNLAVEY 707.543.3325

### Sonoma County Transit

BRYAN ALBEE 707.585.7516

### Western Contra Costa Transit Authority

CHARLIE ANDERSON 510.724.3331

### Vallejo Transit

JOHN HARRIS 707.648.5241

## Airports and Seaports

### Port of Oakland

JERRY BRIDGES 510.627.1339

### Livermore Municipal Airport

LEANDER HAURI 925.373.5280

## Regional Agencies

### Association of Bay Area Governments

HENRY GARDNER 510.464.7910

### Bay Area Air Quality Management District

JACK BROADBENT 415.749.5052

### Metropolitan Transportation Commission

STEVE HEMINGER 510.464.7810

### RIDES for Bay Area Commuters

DAVID FASTENAU 510.273.2089

### San Francisco Bay Conservation & Development Commission

WILL TRAVIS 415.352.3600

## Congestion Management Agencies

### Alameda County Congestion Management Agency

DENNIS FAY 510.836.2560

### City/County Association of Governments of San Mateo County

RICHARD NAPIER 650.599.1420

### Contra Costa Transportation Authority

ROBERT MCCLEARY 925.256.4724

### Transportation Authority of Marin

CRAIG TACKABERY 415.499.6582

### Napa County Transportation Planning Agency

MICHAEL ZDON 707.259.8634

### San Francisco County Transportation Authority

JOSÉ LUIS MOSCOVICH 415.522.4803

### Santa Clara Valley Transportation Authority

CAROLYN GONOT 408.321.5623

### Solano Transportation Authority

DARYL HALLS 707.424.6007

### Sonoma County Transportation Authority

SUZANNE WILFORD 707.565.5373

## Public Works Directors

### City of San Jose

JIM HELMER 408.277.5746

### County of Sonoma

DAVID KNIGHT 707.565.2231

### County of Alameda

DONALD LA BELLE 510.670.5455

### City of San Mateo

LARRY PATTERSON 650.522.7303

## State

### California Air Resources Board

CATHERINE WITHERSPOON 916.445.4383

### California Highway Patrol, Golden Gate Division

CATHY SULINSKY 707.648.4180

### California Transportation Commission

DIANE EIDAM 916.654.4245

### Caltrans District 4

BIJAN SARTIPI 510.286.5900

## Federal

### Environmental Protection Agency, Region 9

WAYNE NASTRI 415.947.8702

### Federal Highway Administration, California Division

GENE K. FONG 916.498.5014

### Federal Transit Administration, Region 9

LESLIE ROGERS 415.744.3133

## MTC Advisory Committees

### MTC Advisory Council

MICHAEL CUNNINGHAM, CHAIR

### MTC Elderly and Disabled Advisory Committee

BRUCE OKA, CHAIR

### MTC Minority Citizens Advisory Committee

FRANK GALLO, CHAIR

**Graphic design:** Peter Beeler

**Cover design:** Michele Stone

**Cover photographs** (*clockwise from upper left*): 511 highway sign — Bill Hall, Caltrans; T2030 outreach meeting — Peter Beeler; Aerial of San Francisco-Oakland Bay Bridge new East Span — Bill Hall, Caltrans; Fruitvale Transit Village — Peter Beeler; FasTrak lane at San Francisco-Oakland Bay Bridge toll plaza — Caltrans; Passengers boarding light-rail vehicle — VTA; Bay Trail in Hayward — Jack Yako.

**Maps:** Peter Beeler and Garlynn Woodsong



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